SOUNDTRANSIT
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Welcome
South Federal Way

Online open house: Sept 29 - No

Español | Tiếng Việt | 한국어

Taco

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Tacoma Dome Link Extension

Online Open House

Welcome. Please sign in (optional)

First Name First Name

Last Name Last Name

Email Address Email

Submit
No Thanks

The pandemic

The COVID-19 crisis is gre … transit system. Through a proces … etermine which plans and timeline … need to change due to lower reve … soundtransit.org/realignm

Welcome

Explore the latest and share your feedback

Get caught up on the latest information about the Tacoma Dome Link Extension. Learn about updates on the route and station locations Sound Transit is studying in each project segment in the Draft Environmental Impact Statement. Explore our station design concept and access work and give us your input on future station access for pedestrians and cyclists.

What station are you most excited about? Jump to the South Federal Way, Fife, Portland Avenue and Tacoma Dome pages to add your comments now.

Travel between Tacoma and Sea-Tac Airport will take only 35 minutes on Link light rail, reliably bypassing highway

SOUNDTRANSIT
Online open house: Sept 29 - Nov 2
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Tacoma Dome Link Extension

Welcome | South Federal Way | Fife | Portland Avenue | Tacoma Dome | Next steps

The pandemic and our economy

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects, including Tacoma Dome Link Extension, will need to change due to lower revenue projections. Learn more about our realignment process at soundtransit.org/realignment.

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Travel between Tacoma and Sea-Tac Airport will take only 35 minutes on Link light rail, reliably bypassing highway congestion on mostly elevated tracks.

Service dates are based on pre-COVID-19 schedules and are subject to change. Click to enlarge the map (PDF).

Project update

Tacoma Dome Link Extension Project Updates Overview

The pandemic and our economy

Visit soundtransit.org/realignment for more information

Watch later
Share
4
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TDLE is currently in the planning phase. The environmental review we began in 2019 is still ongoing, and we have developed some design refinements based on what we have learned so far. In November 2019, we shared an update on the route and station locations we are studying as well as some design concepts and visualizations (see the archived online open house). These routes and stations are formally designated as "alternatives." In most of the corridor, the Sound Transit Board identified one alternative as their top choice, known officially as the "preferred alternative" and other alternatives to study in the Draft EIS.

Now, we want to bring you up to speed on all the updates we have made since scoping in spring 2019 and our outreach in November 2019, based on community feedback, engineering feasibility, and collaboration with local tribes, agencies and jurisdictions. We shared this information in a presentation to the Sound Transit Board in May 2020, and we want to share it with you as well.

Tacoma Dome Link Extension project timeline

Pre-COVID-19 Schedule

Schedule subject to changes resulting from the COVID-19 crisis and realignment

*Impacts from COVID-19 have impacted the environmental review process, both internally and with our planning partners. This has resulted in a potential shift of the opening date for TDLE from late 2030 into 2031. Schedules are based on limited design and engineering at this phase of project development. The opening date is subject to further change as the Sound Transit Board's realignment process determines which plans and timelines for voter-approved projects will need to change due to lower revenue projections, absent receiving alternative revenue.

2016 Voter Approval

2018-2023 Planning

- Alternatives development
- ST Board identifies preferred alternative
- **Draft Environmental Impact Statement (We are here)** ★
- **Final Environmental Impact Statement**
- **Preliminary design**
- **ST Board selects project to be built**
- **Federal Record of Decision**

2023-2025 Design

- **Final route design**
- **Final station designs**
- **Procure and commission station and public art**
- **Obtain land use and construction permits**
- **Property acquisition/relocation**

2025-2030 Construction

- **Conversations with property owners**
- **Groundbreaking**
- **Construction updates and mitigation**
- **Safely Education**
- **Testing and Preoperations**

2030 - 2031 Start of service*

Property owner and tenant coordination during COVID-19

Outreach Specialists are working to provide property owners and tenants in the TDLE corridor frequent updates, especially if the project could directly affect their property, home or business.

In the past, Outreach Specialists delivered flyers door to door and frequently met with property owners and tenants one-on-one. In light of COVID-19, Sound Transit is closely following state and city public health directives on social distancing. For the foreseeable future, our Outreach Specialists will continue corresponding with potentially affected property owners and tenants virtually or by phone.

Want to speak with a member of the project team? Contact us via the information in the need more info box.

Environmental Review 101

We are currently analyzing the TDLE project through a detailed review called a Draft Environmental Impact Statement. To begin an EIS process, the Sound Transit Board identifies the routes and station locations we should study and formally names them "alternatives." In most of the corridor, the Board identified one alternative as their top choice, known officially as the "preferred alternative," and other alternatives to study.

An EIS analyzes and documents all these alternatives and their potential impacts to the natural and built environment, and it identifies ways to mitigate unavoidable impacts. Through this process, we consider things like effects on historic and cultural resources, residential properties, businesses, communities, the local economy and other resources.

Need more information now?

Visit our project website for additional background information and resources. Sign up for email updates for all the latest news as the TDLE develops.

Have questions or want to schedule a briefing with a member of the project team?

Contact us via
Email: tdlink@soundtransit.org
Phone: 206-398-5453

Station design concepts and access planning

Light rail is a major investment in a community's mobility, and we want to ensure the investment maximizes functionality, accessibility and integration into each community light rail serves.

Over the past two years, Sound Transit has led a collaboration between planners, designers, engineers, local jurisdictions and community stakeholders to create preliminary station design concepts that support their surrounding communities' unique current and future needs. Design concepts include the station layout and transit connection infrastructure like bus transfer areas, bicycle storage, parking (options for a garage or surface parking at some stations) and pick-up/drop-off spaces.

Planning for non-motorized connections and access to stations

As part of station area planning, we're considering a variety of projects to create seamless connections between our new light rail stations at South Federal Way, Fife, Portland Avenue and Tacoma Dome and their surrounding neighborhoods. Whether you walk, bike or roll to your Link station, we will evaluate these non-motorized access projects with your convenience and safety in mind. Sound Transit's funding resources to implement these projects is limited, so the evaluation process will help us prioritize projects for each station area.

We want your feedback!

The station-specific pages that follow offer a preview of the station design concepts we are evaluating in our Draft Environmental Impact Statement.

Here are two ways we need your help in this early stage of design:

- Share your thoughts on the station design concepts. Your feedback will help us refine our plans as the design process advances beyond the Draft EIS.
- Share your thoughts on potential projects that will promote your access to and from the station, especially on foot and via bicycle. Your ideas will help us and our local partners refine and evaluate our plans.

Please tell us what you think by Nov. 2nd!

- **South Federal Way**
- **Fife**
- **Portland Avenue**
- **Tacoma Dome**

General questions? Contact us:

Sound Transit Community Outreach
Phone: 206-398-5453
Email: tdlink@soundtransit.org
Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

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The pandemic and our economy

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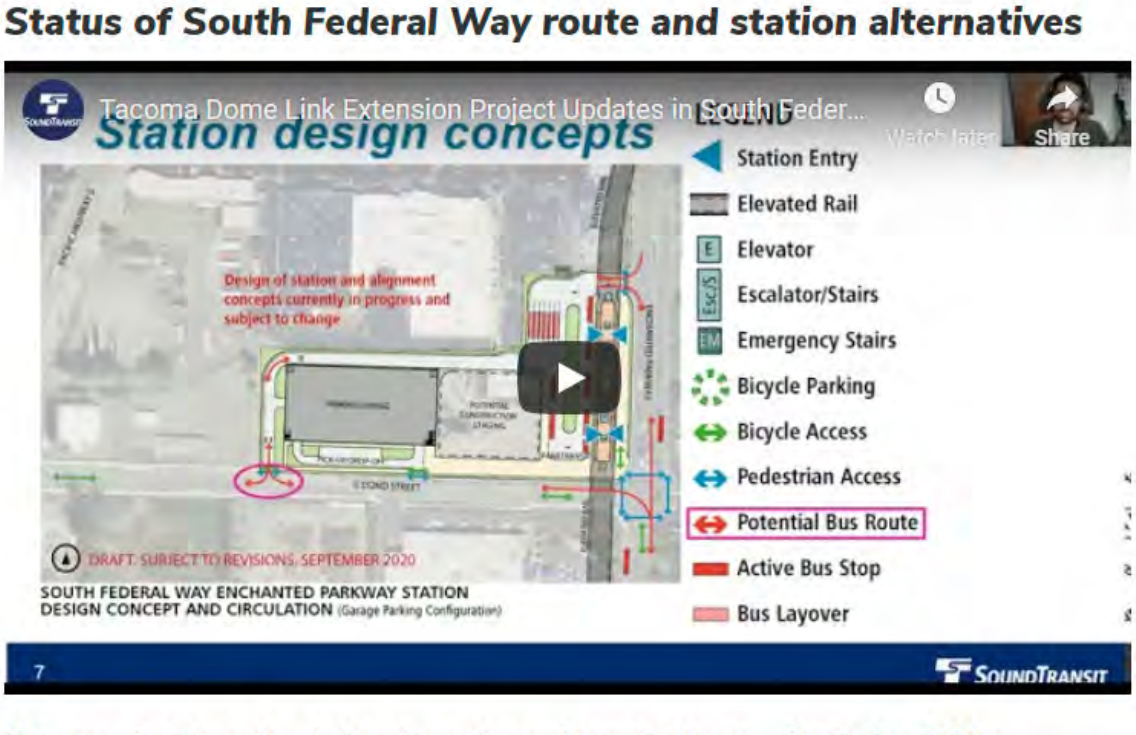
South Federal Way

Explore what we're studying in the South Federal Way segment

- Learn about the status of South Federal Way route and station alternatives
- Weigh in on South Federal Way station design concepts
- Share your thoughts on South Federal Way station non-motorized access projects

Status of South Federal Way route and station alternatives


Tacoma Dome Link Extension Project Updates in South Feder...
Watch later
Share
Station design concepts
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
Design of station and alignment concepts currently in progress and subject to change
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUTH FEDERAL WAY ENCHANTED PARKWAY STATION DESIGN CONCEPT AND CIRCULATION (Garage Parking Configuration)
7
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We're studying these South Federal Way route and station alternatives in the Draft EIS. Click to enlarge South Federal Way segement map (PDF)

We are studying the following alternatives in the South Federal Way Segment:

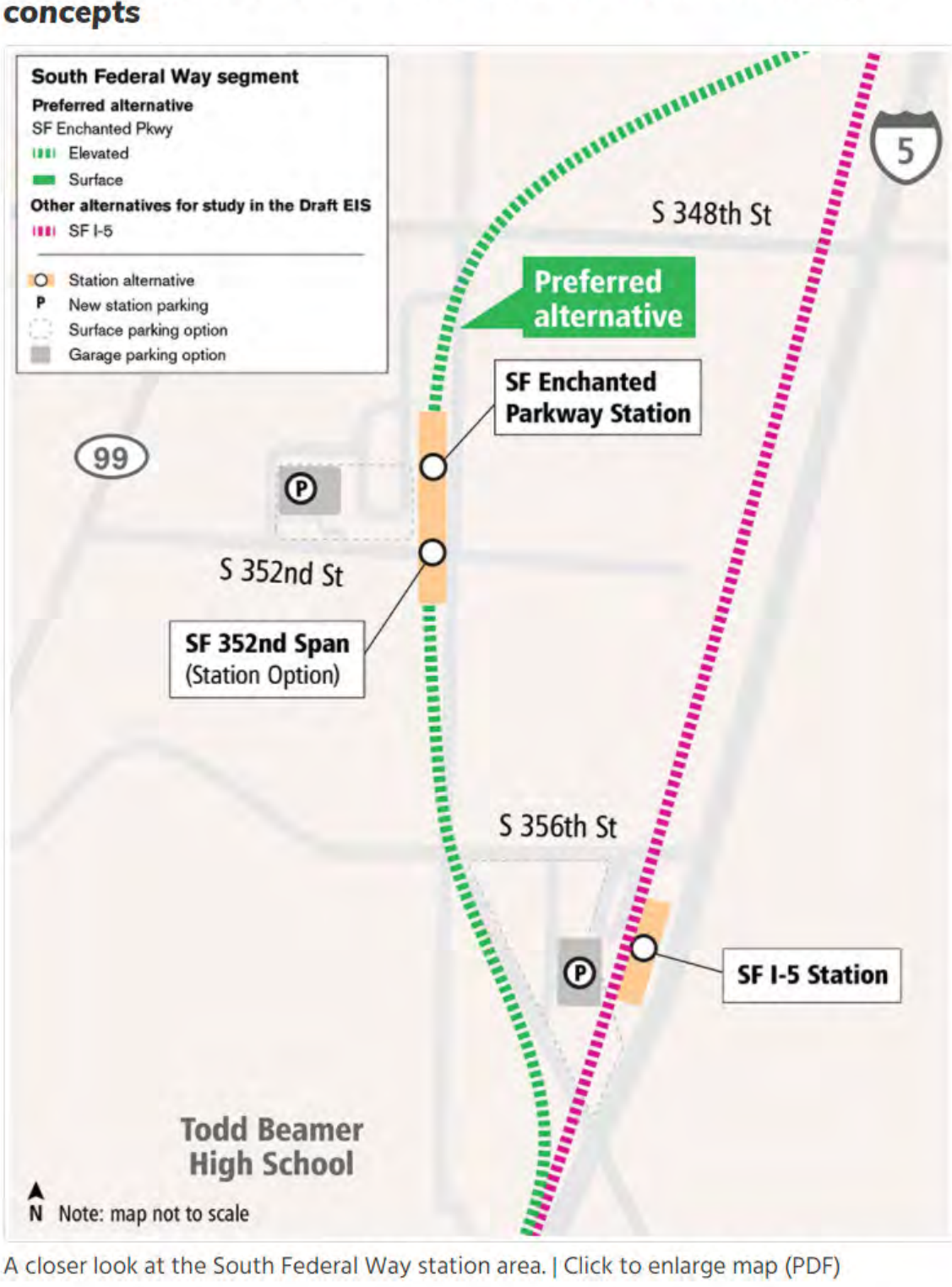
Routes

- (Preferred) SF Enchanted Parkway
- SF I-5
- SF Design Option

Stations

- SF Enchanted Parkway Station
- SF 352nd Span Station Option
- SF I-5 Station

Check out progress on South Federal Way station design concepts


South Federal Way segment
Preferred alternative
SF Enchanted Pkwy
Elevated
Surface
Other alternatives for study in the Draft EIS
SF I-5
Station alternative
P New station parking
Surface parking option
Garage parking option
99
5
S 348th St
Preferred alternative
SF Enchanted Parkway Station
S 352nd St
SF 352nd Span (Station Option)
S 356th St
SF I-5 Station
Todd Beamer High School
N Note: map not to scale

A closer look at the South Federal Way station area. | Click to enlarge map (PDF)

Key design concept components at South Federal Way station include:

- **Bus transfer area**: Six active bus stops located to the west of the station platform for easy transit connections
- **Bus layover area**: Options for layover areas to accommodate buses terminating their routes at this station
- **Bicycle storage**: Racks and lockers located under the station platform
- **Parking (options for a garage or surface parking)**: Each station location includes proposed locations for garage or surface parking options
- **Pick-up/drop-off spaces**: Short-term parking areas near the station platform or in the proposed garage

The following station design concepts show how people may get to the station by bicycle (in green), as a pedestrian (in blue) and by bus (in red). Check out the diagrams, then share your comments on how people will come and go from the station as well as the station design concepts themselves.

Reimagining South Federal Way

The neighborhood surrounding the South Federal Way station alternatives has grown into a major crossroads and an important local and regional shopping destination. Link light rail will provide even greater regional connectivity and new opportunities for residents and visitors.

To capitalize on Sound Transit's light rail investment, the City of Federal Way has begun the process to reimagine the area's future through a process called 'Framing City South.' The goal of this collaborative conversation is to ask the community to think about what types of activities and environment they want to see as the area grows and changes in order to develop a shared community vision.

To develop a transit-oriented community in the future, here are a few aspects to consider:

- The community and City will establish a long-term vision for the City South area, considering how the area should evolve and what should stay the same.
- The City will work with the community to consider the different types of uses, neighborhood characteristics, and local investments necessary to achieve this long-term vision; Framing City South is the first step in this process.
- A successful transit-oriented community offers opportunities to live, work and play; this area already has shopping, dining, and educational and civic activities, all of which provide a foundation on which the City can build and diversify.

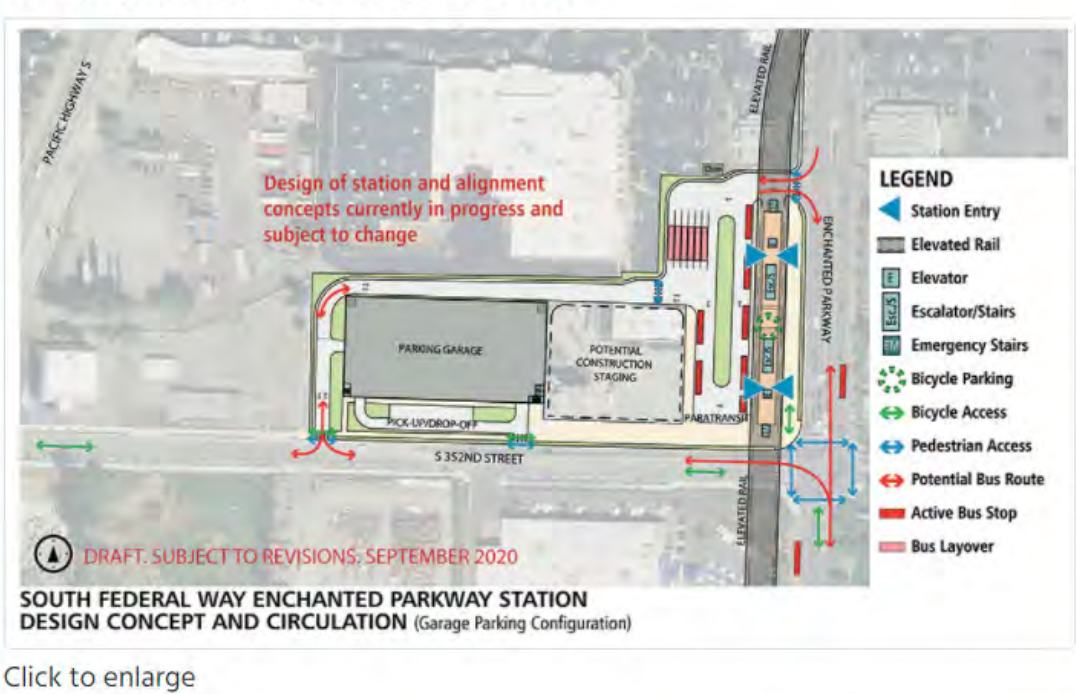
Learn more about the Framing City South effort at the City of Federal Way's website.

View current South Federal Way station design concepts

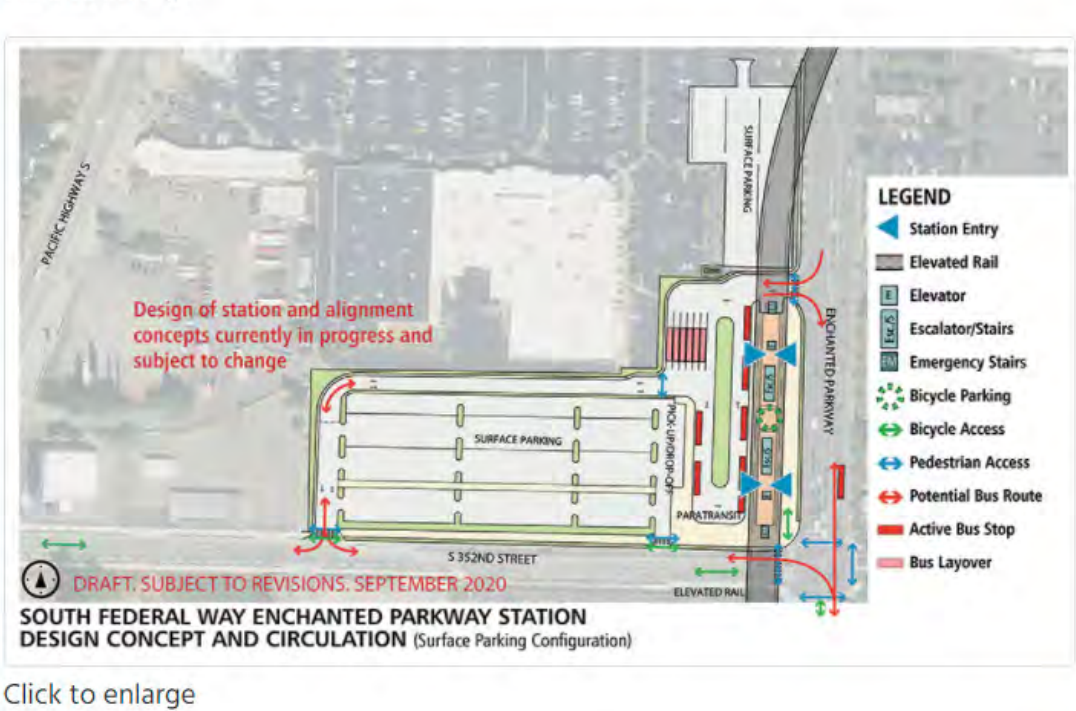
Click an option below to see design concepts

- SF Enchanted Parkway Station
- SF 352nd Span Station Option
- SF I-5 Station

SF Enchanted Parkway Station

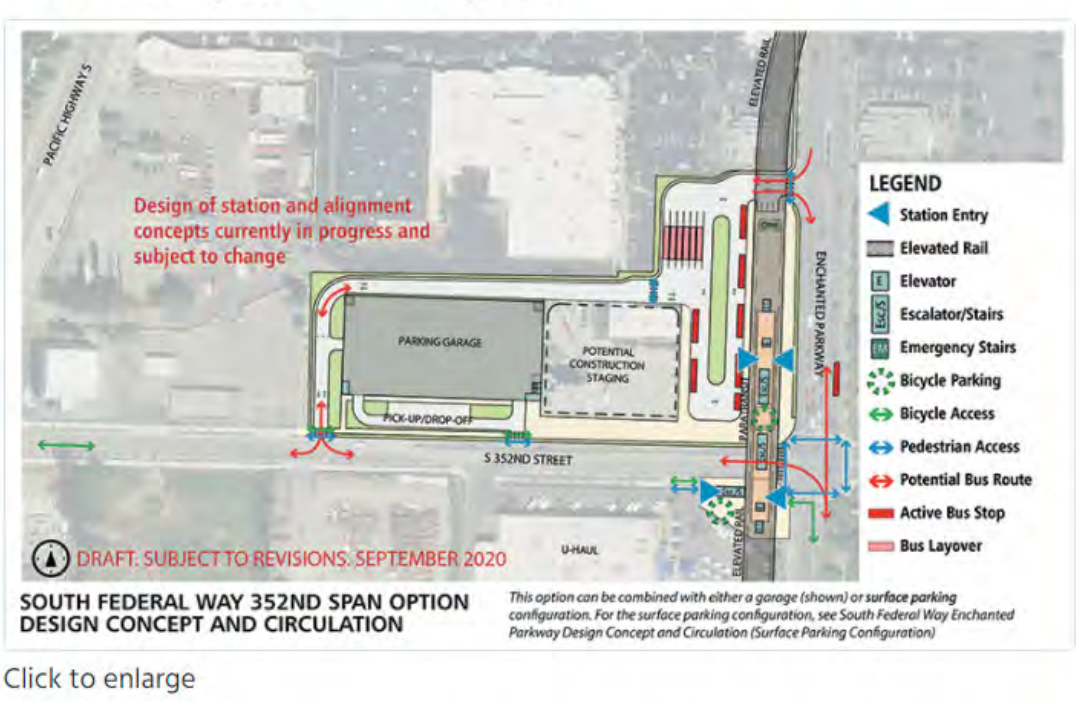

Design of station and alignment concepts currently in progress and subject to change
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUTH FEDERAL WAY ENCHANTED PARKWAY STATION DESIGN CONCEPT AND CIRCULATION (Garage Parking Configuration)

Click to enlarge


Design of station and alignment concepts currently in progress and subject to change
LEGEND
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUTH FEDERAL WAY ENCHANTED PARKWAY STATION DESIGN CONCEPT AND CIRCULATION (Surface Parking Configuration)

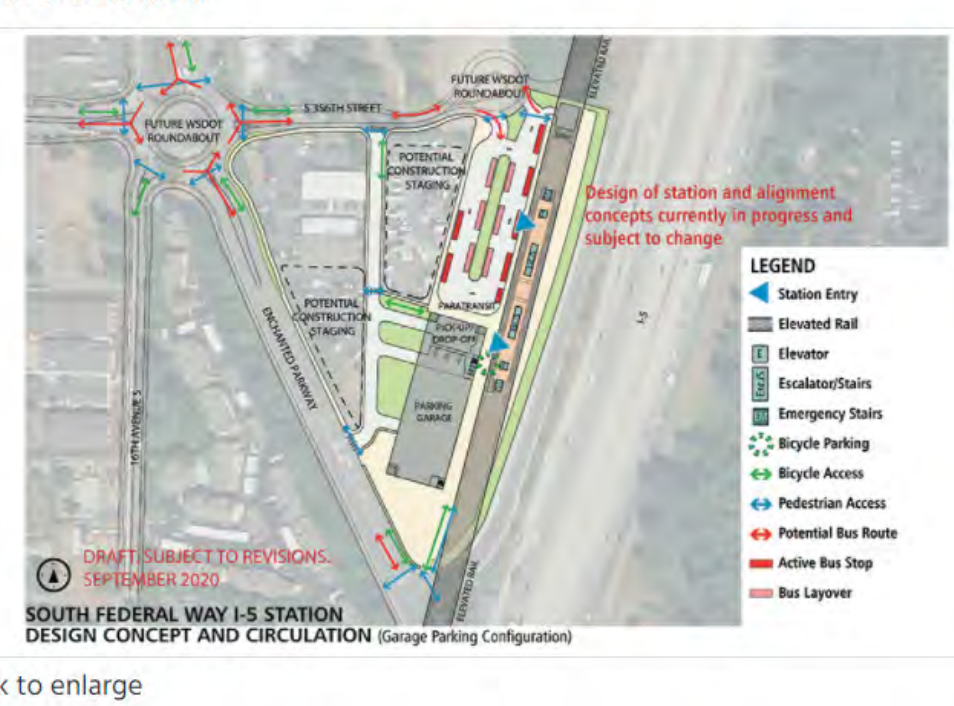
Click to enlarge

SF 352nd Span Station Option


Design of station and alignment concepts currently in progress and subject to change
LEGEND
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUTH FEDERAL WAY 352ND SPAN OPTION DESIGN CONCEPT AND CIRCULATION

Click to enlarge

SF I-5 Station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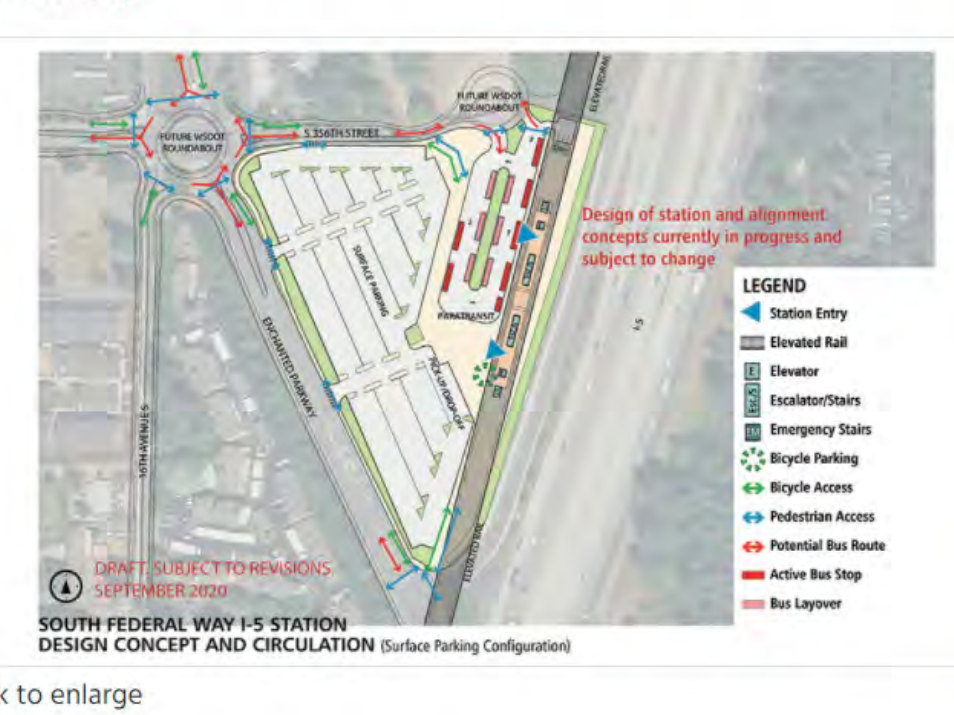
Click to enlarge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LEGEND
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUTH FEDERAL WAY I-5 STATION DESIGN CONCEPT AND CIRCULATION (Surface Parking Configuration)

Click to enlarge

Give us your feedback: South Federal Way station

How often do you usually visit the South Federal Way area?

○ Daily
○ Once a week
○ Every other week
○ Once a month
○ Less than once a month
○ I never visit this area

How would you like to access the future South Federal Way station including the nearby station area? Select all that apply:

☐ Bike
☐ Drive and park
☐ Take a bus or other transit
☐ Walk
☐ Use pick-up/drop-off area
☐ Use a wheelchair or other mobility device
☐ Other - Write In

Do you have input on the pathways in and out of South Federal Way station? Select a station alternative and comment.

SF Enchanted Parkway Station

SF 352nd Span Station Option

SF I-5 Station

Do you have comments on any of the station design concepts? Select a station alternative and comment.

SF Enchanted Parkway Station

SF 352nd Span Station Option

SF I-5 Station

Submit

Accessing South Federal Way station via non-motorized modes (walking, rolling and bicycling)

To provide access for all future riders, we want to make sure there are safe and convenient walking, rolling and cycling routes between the South Federal Way station and neighborhoods, businesses and community gathering places.

- The map and table show potential non-motorized access improvements for consideration and evaluation.
- Some non-motorized access improvements combine pedestrian and bicycle improvements, while others are only one or the other.

Whether you walk, bike or roll to your Link station, we will evaluate these non-motorized access projects with your convenience and safety in mind. Explore the map, leave comments and offer new ideas.

Improving non-motorized access to stations

In addition to connecting each station to its immediate surroundings, Sound Transit has allocated funding resources to contribute to projects that improve walking, rolling and bicycling access within each station area, to be distributed across the 10-mile Tacoma Dome Link Extension corridor. Because Sound Transit's resources for these projects are limited, we expect to work with our project partners to secure full funding and implement these projects.

With our planning partners, we prepared initial ideas for access projects in each station area by identifying existing gaps and barriers to walking, rolling and bicycling within each station area. After we consider your feedback, we'll evaluate and prioritize projects at each station using criteria that reflect the following objectives:

- Grow ridership
- Improve connectivity and network access
- Improve safety and human health
- Optimize customer experience
- Advance social equity

Learn more about the potential South Federal Way Non-Motorized Access Improvement Projects

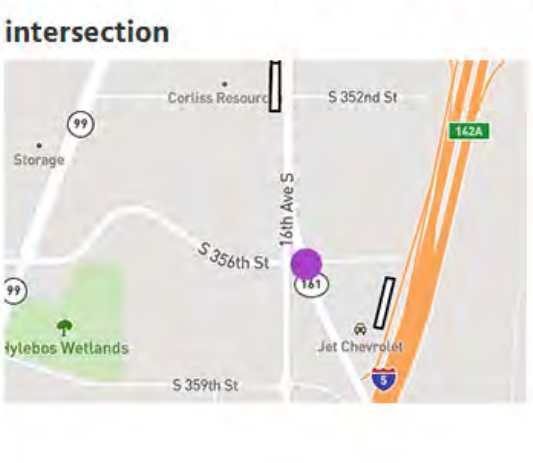
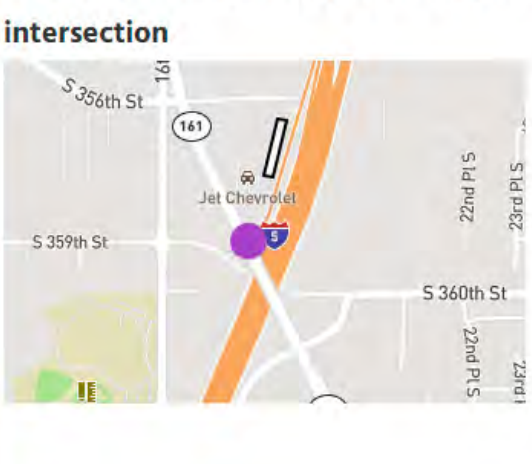
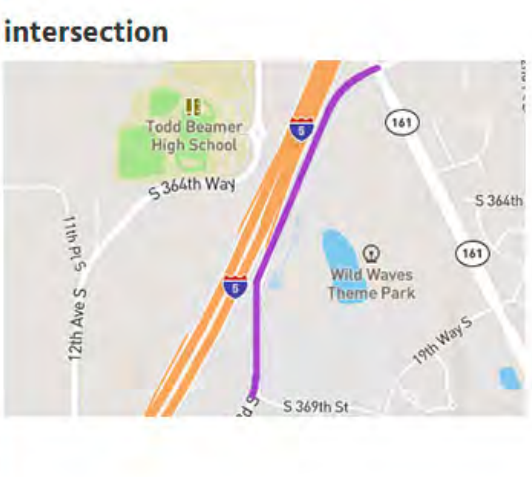
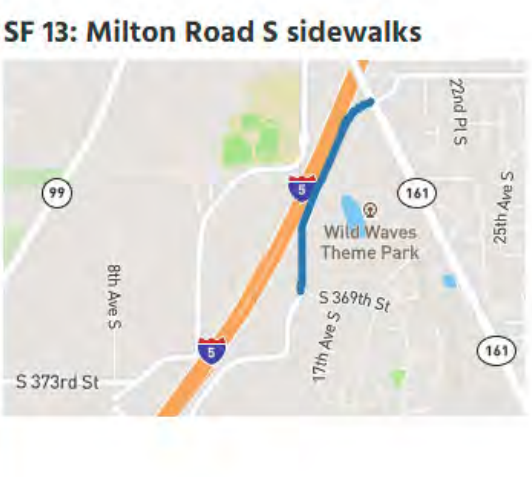
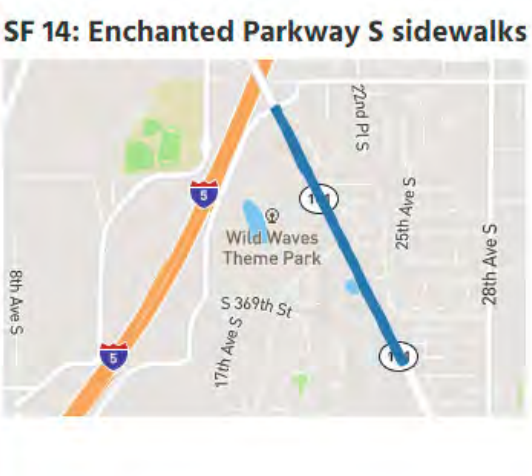
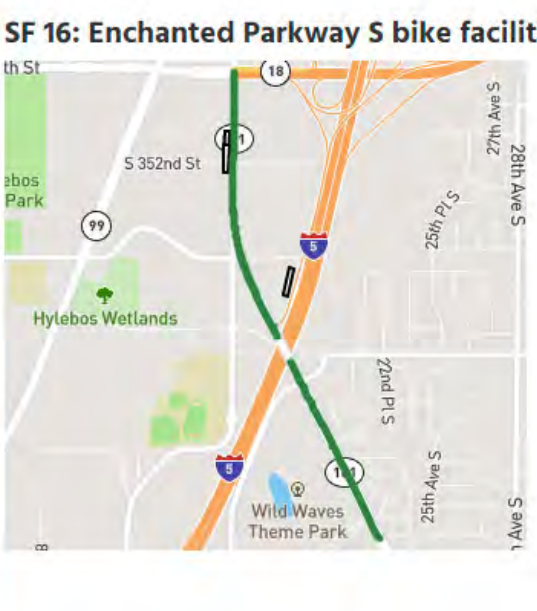
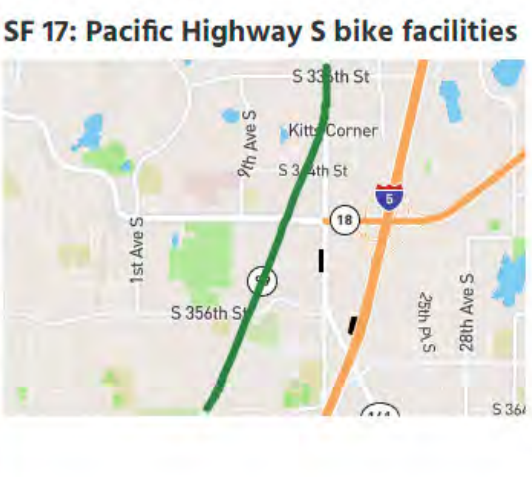
We are considering the following non-motorized access improvement projects for the South Federal Way station. Sound Transit's funding resources to implement these projects is limited, so the evaluation process will help us prioritize projects for each station area. Comment on as many or as few as you prefer.

The map and table below convey the same information.

- Explore the map and share comments in an online discussion
- View projects as a table and submit comments

Potential South Federal Way Non-Motorized Access Improvement Projects (full table)

Please select which projects below you'd like to comment on.

Project Name	Project Type	Project Description
SF 1: S 352nd St and Enchanted Parkway S intersection 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Enchanted Parkway S and S 352nd Street, including: - bicycle pavement markings through the intersection - signal improvements to provide priority to pedestrians
SF 2: S 356th St and Enchanted Parkway S intersection 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Enchanted Parkway S and S 356th Street (future roundabout), including: - sidewalks - provide bicycle ramps from bicycle lanes to shared sidewalk - crossing beacons at roundabout crossings
SF 3: Enchanted Parkway S and I-5 off-ramp intersection 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Enchanted Parkway S and I-5 southbound off-ramp, including pedestrian and bicycle safety improvements through the intersection
SF 4: Enchanted Parkway S and Milton Rd S intersection 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Enchanted Parkway S and Milton Rd S, including: - sidewalk - bicycle safety improvements through the intersection - southbound bicycle lanes
SF 5: I-5 non-motorized bridge 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Construct a non-motorized bridge over I-5 near Enchanted Parkway S
ⓘ To ensure we receive your comments, don't forget to click "Submit" at the bottom of this survey!		
SF 6: West Hylebos Wetlands trail 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Construct a multi-use path through West Hylebos Wetlands between South Federal Way Park and Ride and Pacific Highway S
SF 7: S 348th Street and Pacific Highway intersection 	🚶 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Pacific Highway and S 348th Street
SF 8: S 348th Street and Enchanted Parkway S intersection 	🚶 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Enchanted Parkway S and S 348th Street, including removing slip lanes to lower vehicle speeds before turning, improving pedestrian safety
SF 9: S 359th Street stairs 	🚶 ☐ I like this project ☐ I'd like to comment	Construct a stair connection between Enchanted Parkway S and S 359th Street
SF 10: S 359th Street sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on S 359th Street (both sides between Pacific Highway S and Enchanted Parkway S)
SF 11: 16th Ave S sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on 16th Ave S (east side between S 359th Street and S 364th Way)
SF 12: S 360th Street/20th Ave S sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on S 360th Street/20th Ave S (both sides between Enchanted Parkway S and neighborhoods)
SF 13: Milton Road S sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on Milton Road S (west side between Enchanted Parkway S and S 369th Street)
SF 14: Enchanted Parkway S sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on Enchanted Parkway S (both sides, Milton Road S to the southeast)
SF 15: SR 161 bike lanes 	🚲 ☐ I like this project ☐ I'd like to comment	Construct bicycle lanes on SR 161, Milton Rd S (southbound), and 20th Ave S/S 360th
SF 16: Enchanted Parkway S bike facilities 	🚲 ☐ I like this project ☐ I'd like to comment	Construct separated bicycle facilities with landscape buffer on Enchanted Parkway S between S 348th Street and 19th Way S
SF 17: Pacific Highway S bike facilities 	🚲 ☐ I like this project ☐ I'd like to comment	Construct separated bicycle facilities with landscape buffer on Pacific Highway S between S 336th Street and S 359th Street
SF 18: S 356th Street bike lanes 	🚲 ☐ I like this project ☐ I'd like to comment	Construct bicycle lanes on S 356th Street between SR 99 and 1st Ave S

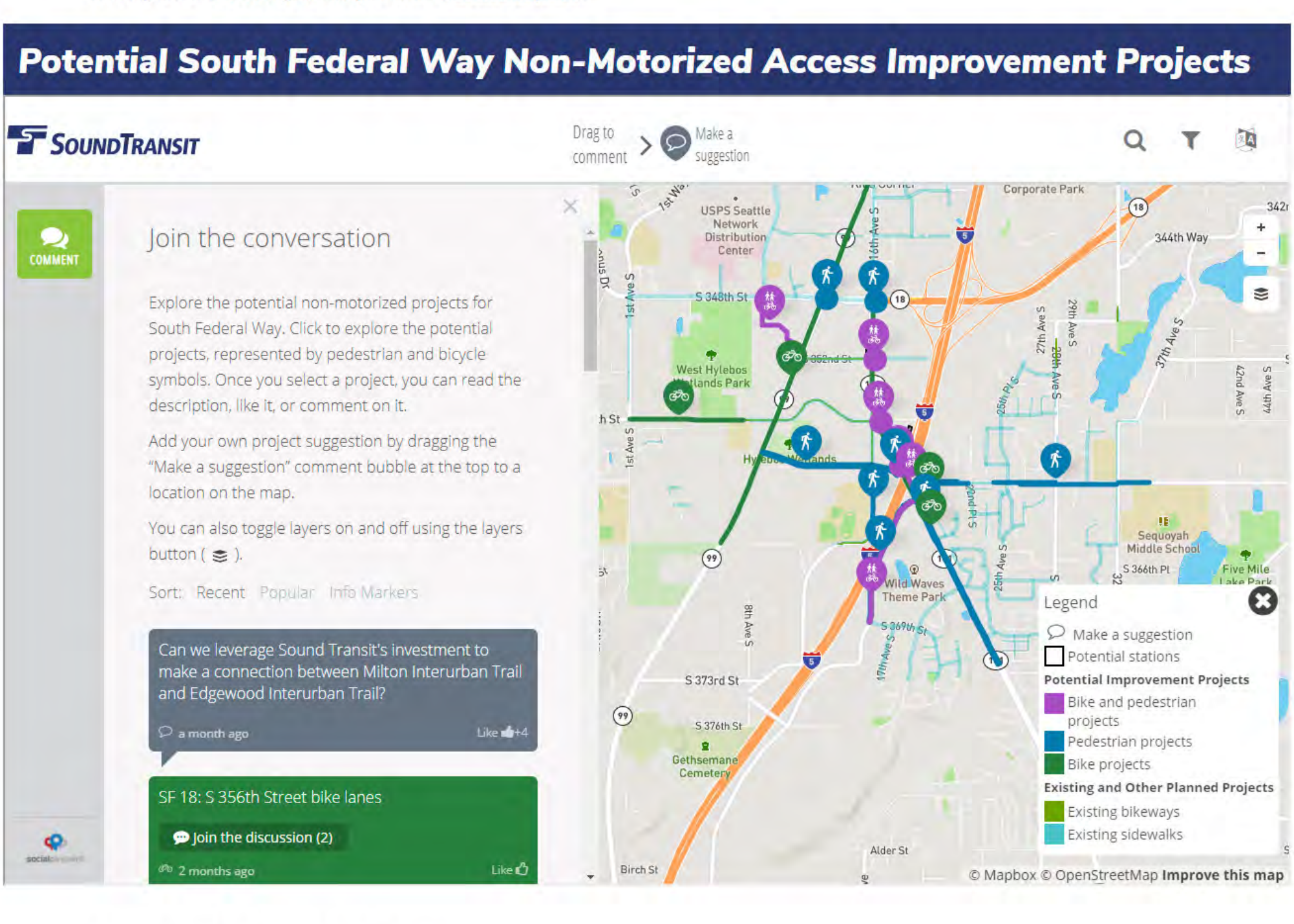
Which non-motorized project(s) would help you best access the station?

Are there any other improvements or access challenges that you would like us to consider? Share location, specific issue, and/or type of improvement.

Submit

Having trouble viewing the map? View on Social Pinpoint.

Potential South Federal Way Non-Motorized Access Improvement Projects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Drag to comment
Make a suggestion
COMMENT
Legend
Make a suggestion
Potential stations
Potential Improvement Projects
Bike and pedestrian projects
Pedestrian projects
Bike projects
Existing and Other Planned Projects
Existing bikeways
Existing sidewalks
© Mapbox © OpenStreetMap Improve this map

Join the conversation

Explore the potential non-motorized projects for South Federal Way. Click to explore the potential projects, represented by pedestrian and bicycle symbols. Once you select a project, you can read the description, like it, or comment on it.

Add your own project suggestion by dragging the "Make a suggestion" comment bubble at the top to a location on the map.

You can also toggle layers on and off using the layers button ( ).

Sort: Recent Popular Info Markers

Can we leverage Sound Transit's investment to make a connection between Milton Interurban Trail and Edgewood Interurban Trail?
a month ago Like 4

SF 18: S 356th Street bike lanes
Join the discussion (2)
2 months ago Like

Thank you for your feedback!

Be sure to visit the Fife, Portland Avenue, and Tacoma Dome pages to comment on the other stations, then learn about next steps for the project.

General questions? Contact us:
Sound Transit Community Outreach
Phone: 206-398-5453
Email: tdlink@soundtransit.org
Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?
Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
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Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
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The pandemic and our economy

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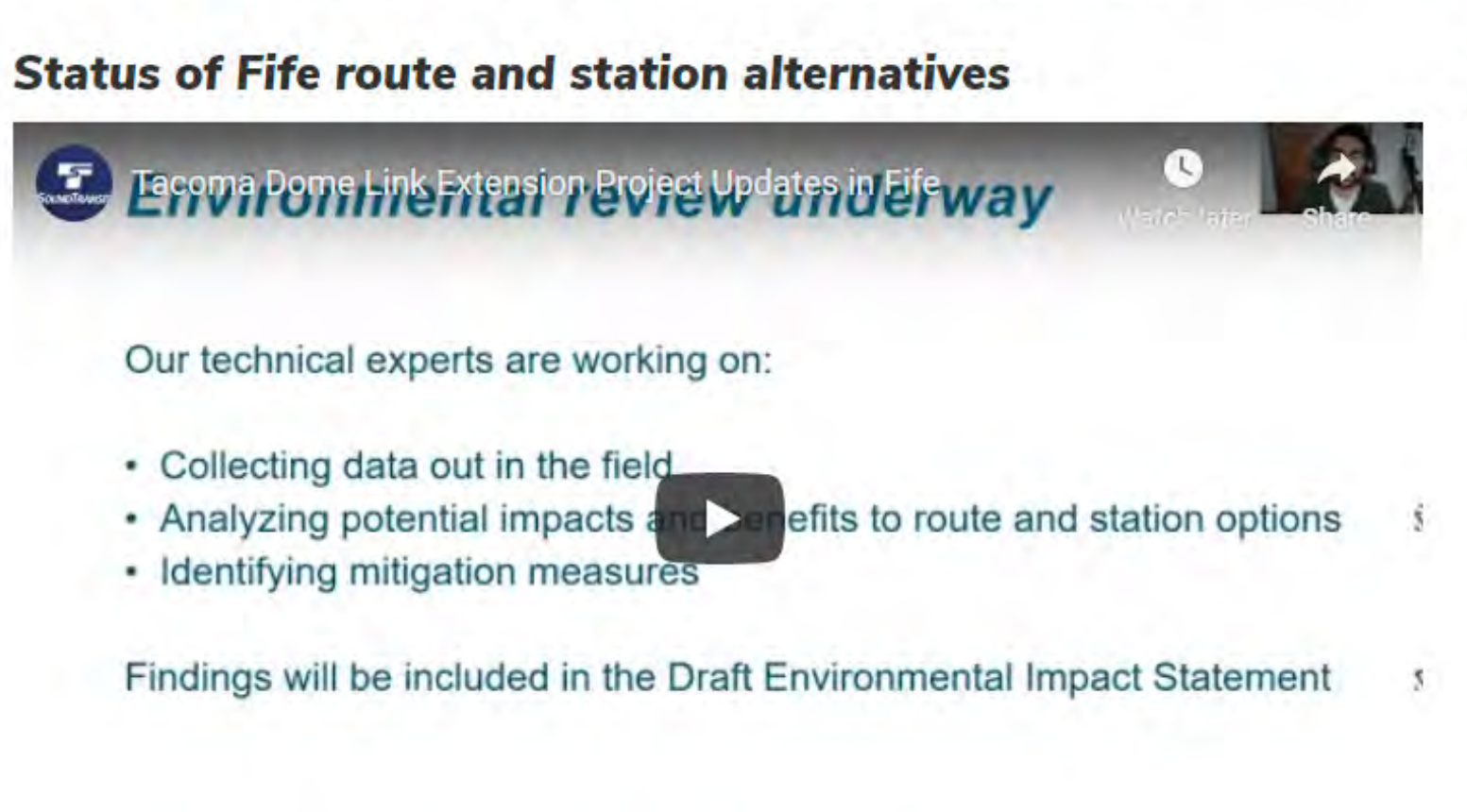
Fife

Explore what we're studying in the Fife segment

- Learn about the status of Fife route and station alternatives
- Weigh in on Fife station design concepts
- Share your thoughts on Fife station non-motorized access projects

We're studying these Fife route and station alternatives in the Draft EIS. Click to enlarge Fife segment map (PDF)

Status of Fife route and station alternatives



Tacoma Dome Link Extension Project Updates in Fife

Environmental review underway

Our technical experts are working on:

- Collecting data out in the field
- Analyzing potential impacts and benefits to route and station options
- Identifying mitigation measures

Findings will be included in the Draft Environmental Impact Statement

We're studying the following alternatives in the Fife Segment:

Routes

- (Preferred) Fife alternative
- Fife Pacific Highway
- Fife I-5
- Fife Median

Station

- Fife Station

Follow along with recent design refinements in Fife

Since scoping in spring 2019, we made adjustments to the **Fife I-5** and **Fife Pacific Highway** route alternatives. These shifts mainly occur between 54th Avenue East, heading west toward Willow Road East. The curve of the **Fife Pacific Highway** route alternative was adjusted to the east to keep the alignment out of the intersection at Pacific Highway East and Willow Road East as much as possible. This adjustment results in fewer property impacts and also removes the need to rebuild the intersection to maintain the left turn movements. This adjustment will also allow for an increased train speed on the elevated rail from 40 mph to 45 mph in the area.

The Fife I-5 route includes an adjustment to the section of the route crossing over Pacific Highway East between the **Fife Station** and the segment where the alignment runs parallel along I-5. This adjustment creates more distance between the tracks and nearby properties and decreases the number of property impacts in the area.

We are also studying a route alternative on Pacific Highway East called the **Fife Pacific Highway Median Alternative,** or Fife Median for short. The alignment for this alternative is elevated along Pacific Highway East in the existing center turn lane.

Growing a city center in Fife

The City of Fife has been laying the groundwork for a new City Center since 2008, focusing on a location north of I-5 and near 54th Avenue, which would be served by the Fife station.

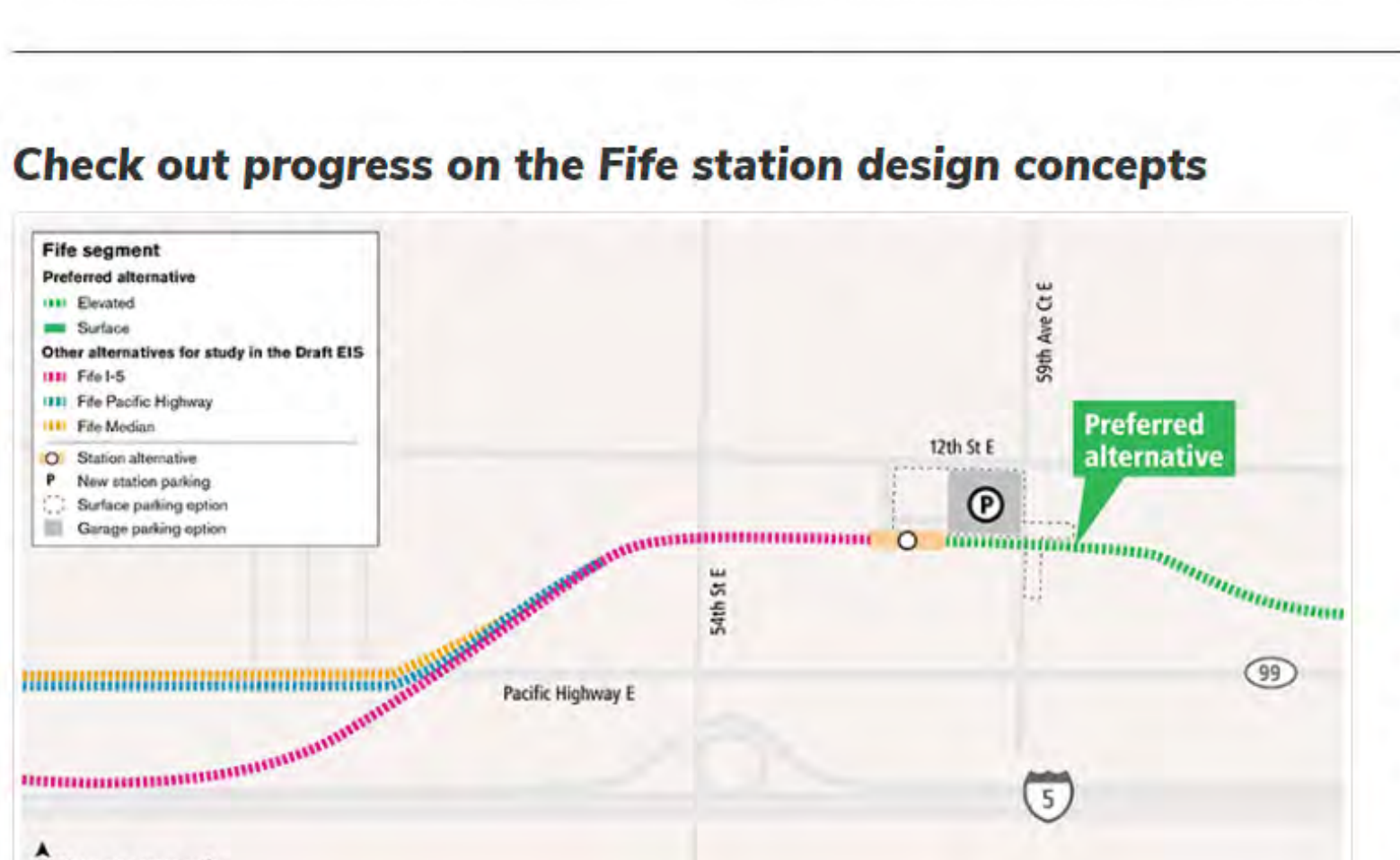
The City's vision for this new core is to be a walkable, high-density urban neighborhood with a mix of residential, entertainment and business uses—a place that supports transit-oriented development. The long-term vision for the City Center will be realized over time.

Here are a few aspects to consider:

- The first new transit-oriented development projects will set the tone and build momentum for the projects that follow.
- The City plans to reduce block size and improve walkability, including creating better multi-modal connections between key destinations.
- The City plans to make investments, and seek partnerships, to deliver local community spaces and infrastructure, such as parks, that will help create a neighborhood that's welcoming to residents and visitors.

Learn more about the City Center at the City of Fife's website.

Check out progress on the Fife station design concepts



A closer look at the area around Fife Station. | Click to enlarge map (PDF)

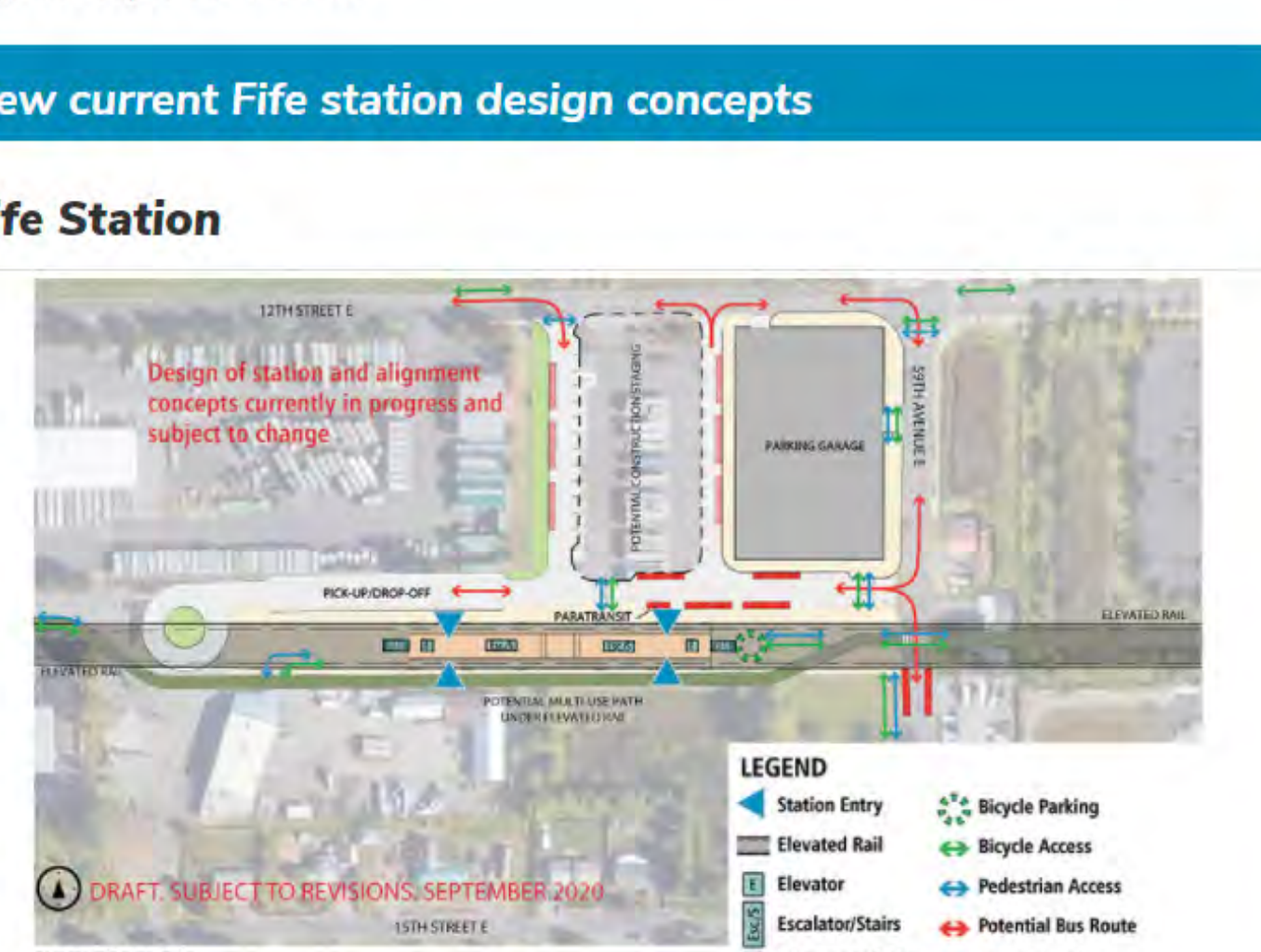
Key station design concept components of the Fife station include:

- **Bus transfer area:** Six bus stops located north of the station platform for easy transit connections
- **Bicycle storage:** Racks and lockers located under the station platform
- **Parking facility (options for a garage or surface parking):** Proposed location for garage located north of the station platform; Proposed location for surface parking located primarily north of the station and some east
- **Pick-up/drop-off spaces:** Short-term parking areas located on a new local access street west of the station

The following station design concepts show how people may get to the station by bicycle (in green), as a pedestrian (in blue) and by bus (in red). Check out the diagrams, then share your comments on how people will come and go from the station as well as the station design concepts themselves.

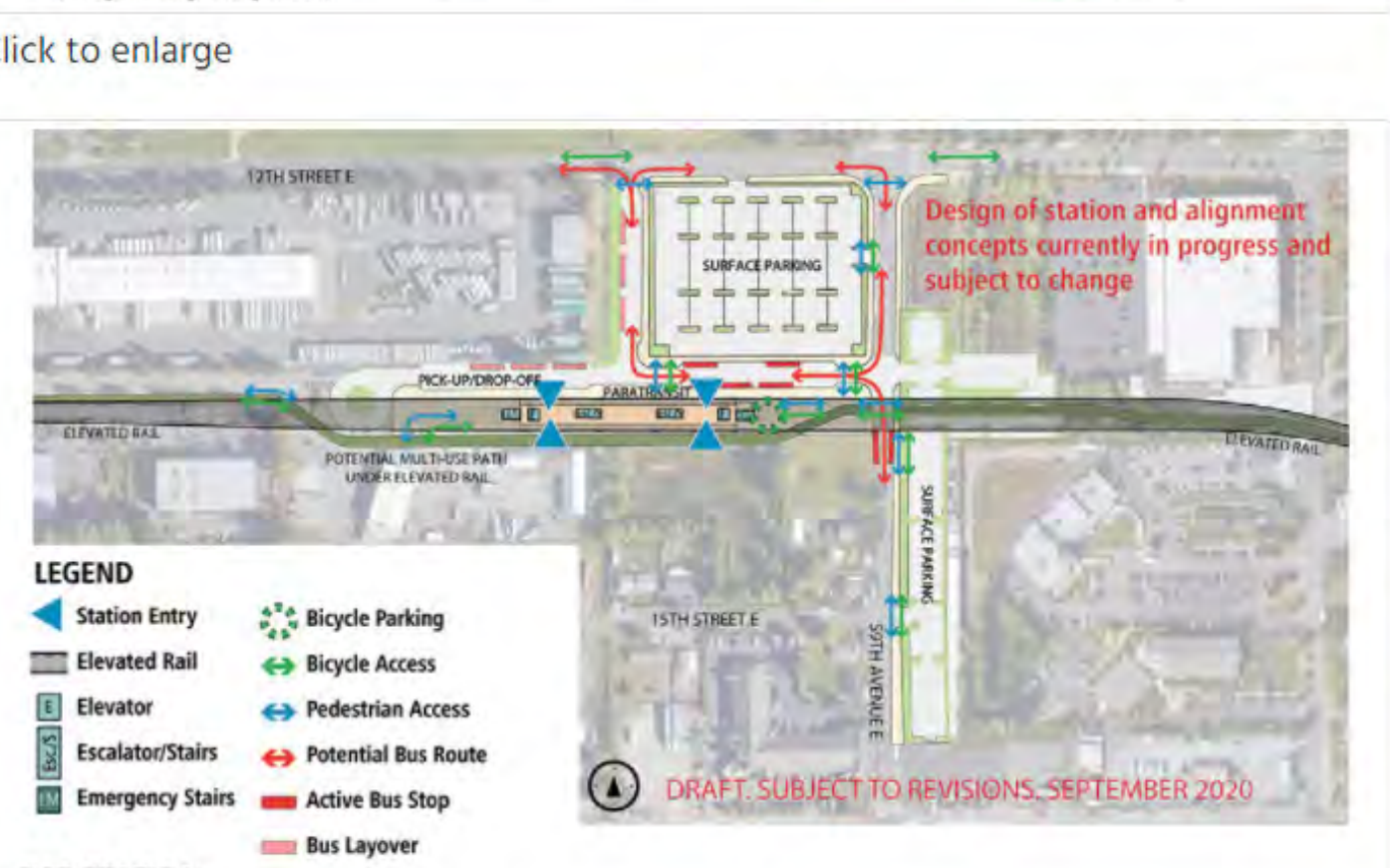
View current Fife station design concepts

Fife Station



Design of station and alignment concepts currently in progress and subject to change
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
DRAFT: SUBJECT TO REVISION, SEPTEMBER 2020
FIFE STATION
DESIGN CONCEPT AND CIRCULATION (Garage Parking Configuration)

Click to enlarge



Design of station and alignment concepts currently in progress and subject to change
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
DRAFT: SUBJECT TO REVISIONS, SEPTEMBER 2020
FIFE STATION
DESIGN CONCEPT AND CIRCULATION (Surface Parking Configuration)

Click to enlarge

Give us your feedback: Fife station

How often do you usually visit the Fife area?

○ Daily
○ Once a week
○ Every other week
○ Once a month
○ Less than once a month
○ I never visit this area

How would you like to access the future Fife station including the nearby station area? Select all that apply:

☐ Bike
☐ Drive and park
☐ Take a bus or other transit
☐ Walk
☐ Use pick-up/drop-off area
☐ Use a wheelchair or other mobility device
☐ Other - Write In

Do you have input on the pathways in and out of Fife station?

Do you have comments on the station design concept?

Submit

Accessing Fife station via non-motorized modes (walking, rolling and bicycling)

To provide access for all future riders, we want to make sure there are safe and convenient walking, rolling and cycling routes between the Fife station and neighborhoods, businesses and community gathering places.

- The map and table show potential non-motorized access improvements for consideration and evaluation.
- Some non-motorized access improvements combine pedestrian and bicycle improvements, while others are only one or the other.

Whether you walk, bike or roll to your Link station, we will evaluate these non-motorized access projects with your convenience and safety in mind. Explore the map, leave comments and offer new ideas.

Learn more about the potential *Fife Non-Motorized Access Improvement Projects*

We are considering the following non-motorized access improvement projects for the Fife station. Sound Transit's funding resources to implement these projects is limited, so the evaluation process will help us prioritize projects for each station area. Comment on as many or as few as you prefer.

The map and table below convey the same information.

- Explore the map and share comments in an online discussion
- View projects as a table and submit comments

Evaluating non-motorized access projects

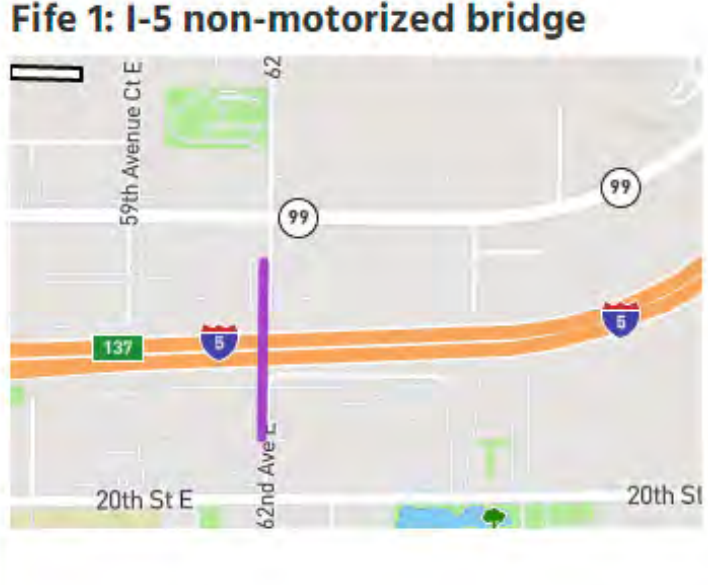
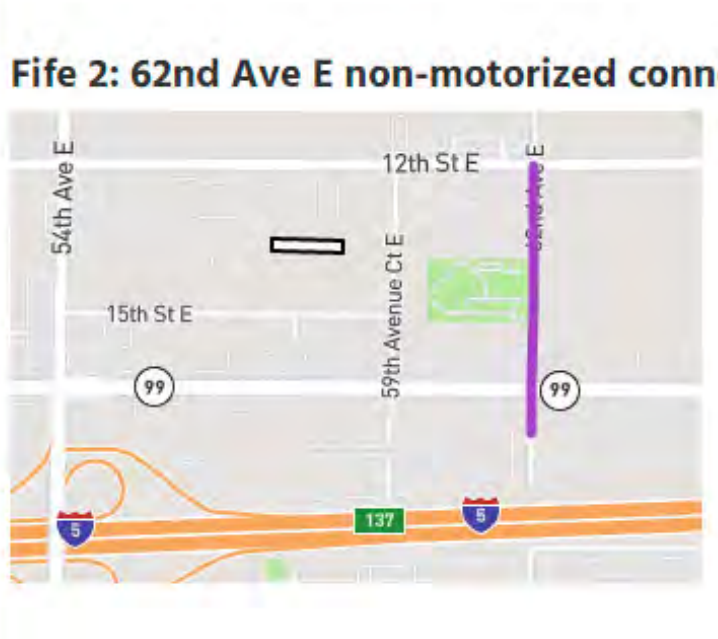
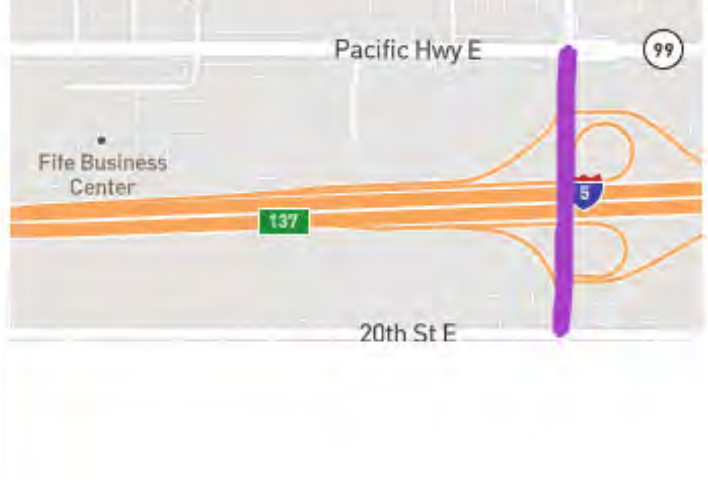
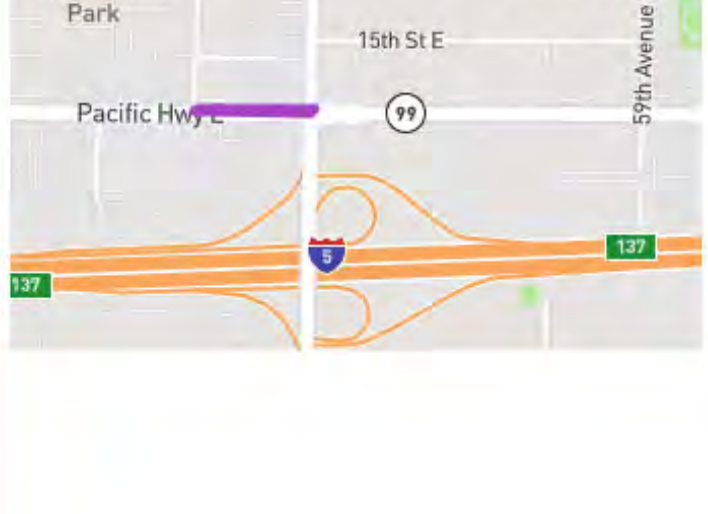
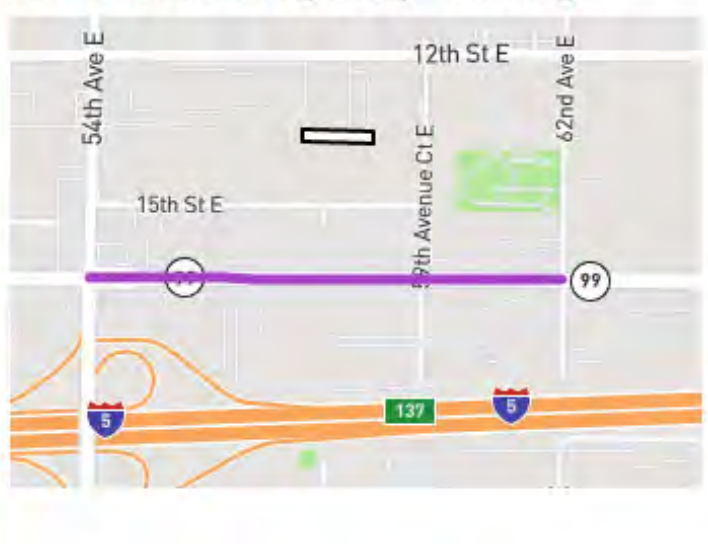
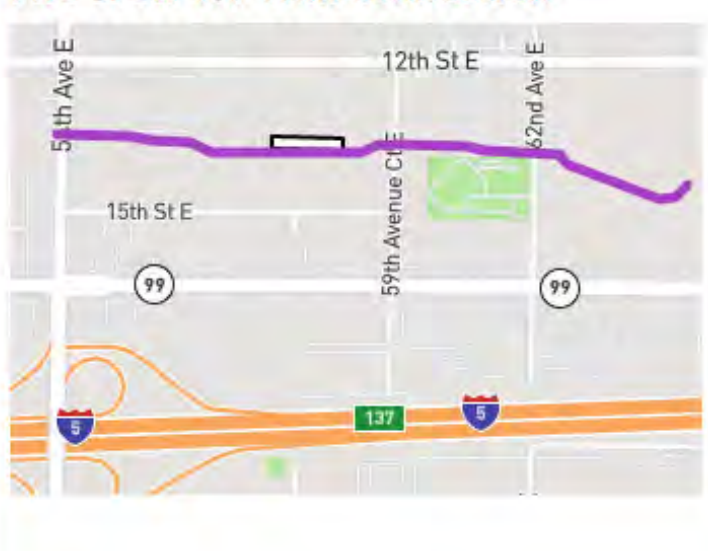
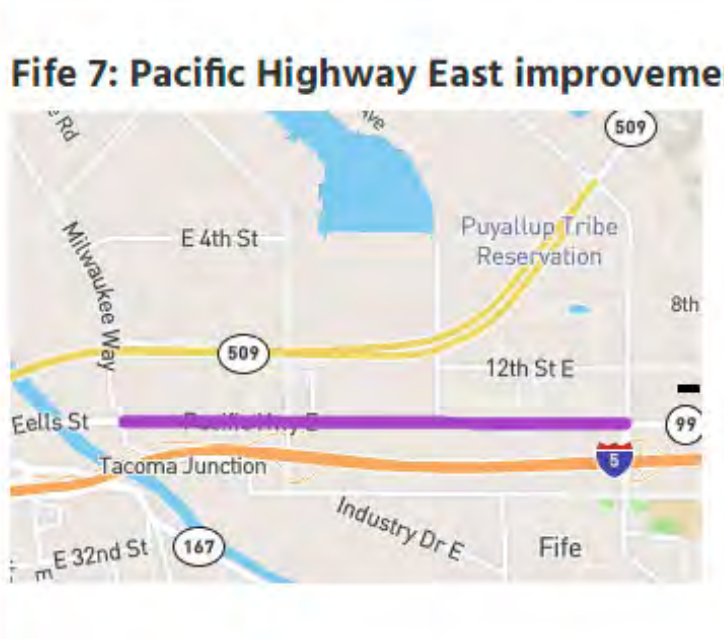
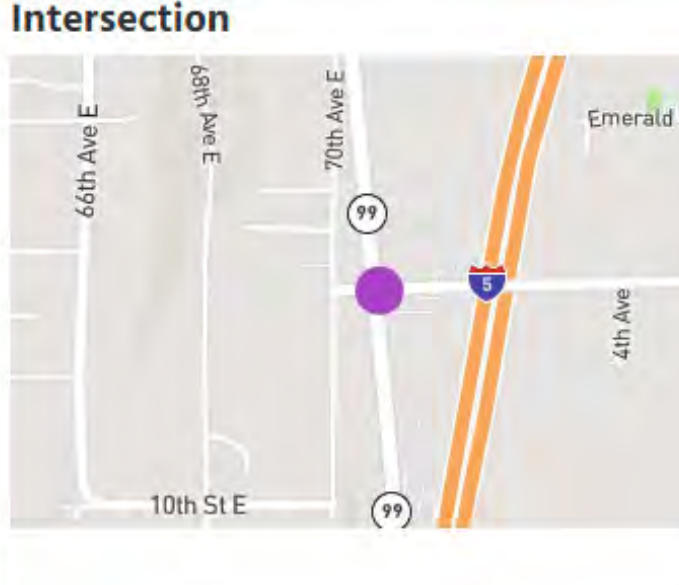
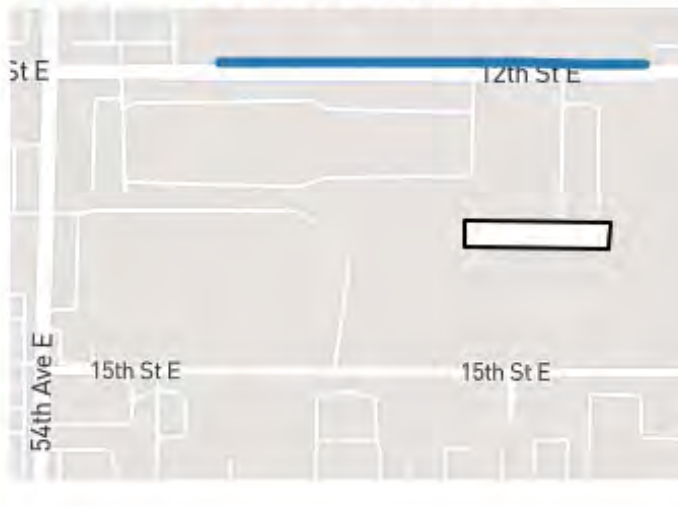
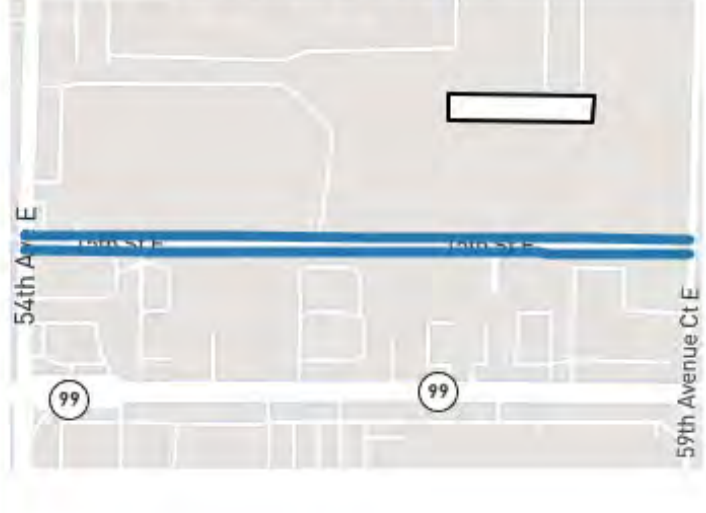
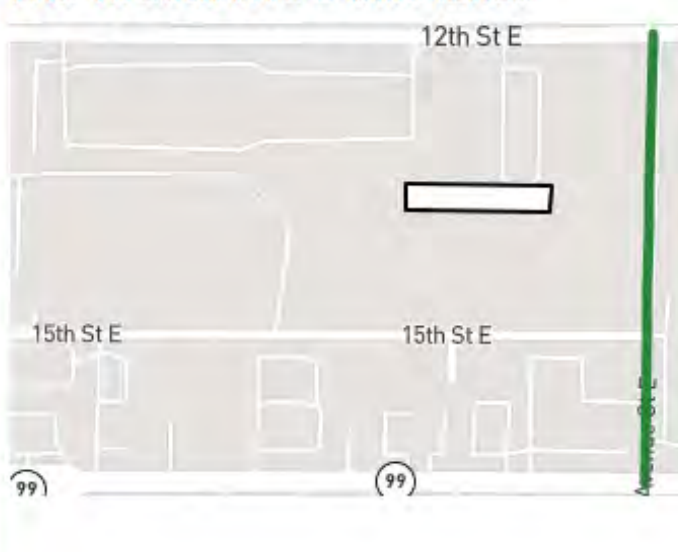
In addition to connecting each station to its immediate surroundings, Sound Transit has allocated funding resources to contribute to projects that improve walking, rolling and bicycling access within each station area, to be distributed across the 10-mile Tacoma Dome Link Extension corridor. Because Sound Transit's resources for these projects are limited, we expect to work with our project partners to secure full funding and implement these projects.

With our planning partners, we prepared initial ideas for access projects in each station area by identifying existing gaps and barriers to walking, rolling and bicycling within each station area. After we consider your feedback, we'll evaluate and prioritize projects at each station using criteria that reflect the following objectives:

- Grow ridership
- Improve connectivity and network access
- Improve safety and human health
- Optimize customer experience
- Advance social equity

Potential Fife Non-Motorized Access Improvement Projects (full table)

Please select which projects below you'd like to comment on.

Project Name	Project Type	Project Description
Fife 1: I-5 non-motorized bridge 	🚶 🚲	Construct a non-motorized bridge of I-5 at 62nd Ave E ☐ I like this project ☐ I'd like to comment
Fife 2: 62nd Ave E non-motorized connection 	🚶 🚲	Construct a north-south pedestrian and bicycle connection along 62nd Ave E between proposed I-5 non-motorized bridge, proposed SR 167 Trail connection and 12th Street E, including: • signalized non-motorized crossing at 62nd Ave E and Pacific Highway E • bike lanes along 62nd Ave E between bridge and 12th Street E ☐ I like this project ☐ I'd like to comment
Fife 3: 54th Ave E and I-5 interchange improvements 	🚶 🚲	Improve the crossing of I-5 at the 54th Ave E interchange, between Pacific Highway E and 20th St E, to provide access across I-5 for non-motorized users, including: • east and west side sidewalks • separate crossing or potential reconfiguration of the intersections at the freeway ramps • bicycle lanes • bicycle safety improvements through the intersections ☐ I like this project ☐ I'd like to comment
Fife 4: 54th Ave E and Pacific Highway intersection 	🚶 🚲	Make improvements at and near the intersection of Pacific Highway E and 54th Ave E, including: • sidewalks along the north side of Pacific Highway to 52nd Ave E • a pedestrian safety island • bicycle lanes on Pacific Highway • bicycle safety improvements through the intersections ☐ I like this project ☐ I'd like to comment
Fife 5: Pacific Highway crossings 	🚶 🚲	Construct signalized crossings on Pacific Highway E at future through-streets in City Center area ☐ I like this project ☐ I'd like to comment
To ensure we receive your comments, don't forget to click "Submit" at the bottom of this survey!		
Fife 6: SR-167 Trail connection 	🚶 🚲	Construct a new east-west trail along the light rail route from the proposed SR-167 Trail west of the SR-167 extension to 54th Ave E, including crossing beacons at 59th Ave E and 62nd Ave E ☐ I like this project ☐ I'd like to comment
Fife 7: Pacific Highway East improvements 	🚶 🚲	Add pedestrian and bicycle improvements along Pacific Highway East from the Fife/Tacoma City Limit to 54th Ave E (Connects to project PA 9 on the Portland Avenue Station project list) ☐ I like this project ☐ I'd like to comment
Fife 8: Pacific Highway S and Porter Way Intersection 	🚶 🚲	Make improvements at the intersection of Pacific Highway S and Porter Way, including: • Sidewalks • A pedestrian safety island • Bicycle safety improvements through the intersection ☐ I like this project ☐ I'd like to comment
Fife 9: 12th Street E sidewalks 	🚶	Complete gaps in sidewalk on 12th Street E (north side, between 54th Ave E and 59th Ave E). ☐ I like this project ☐ I'd like to comment
Fife 10: 15th Street E sidewalks 	🚶	Complete gaps in sidewalk on 15th Street E (both sides, between 54th Ave E and 59th Ave E) ☐ I like this project ☐ I'd like to comment
Fife 11: 59th Ave E bike lanes 	🚲	Construct bicycle lanes on 59th Ave E ☐ I like this project ☐ I'd like to comment

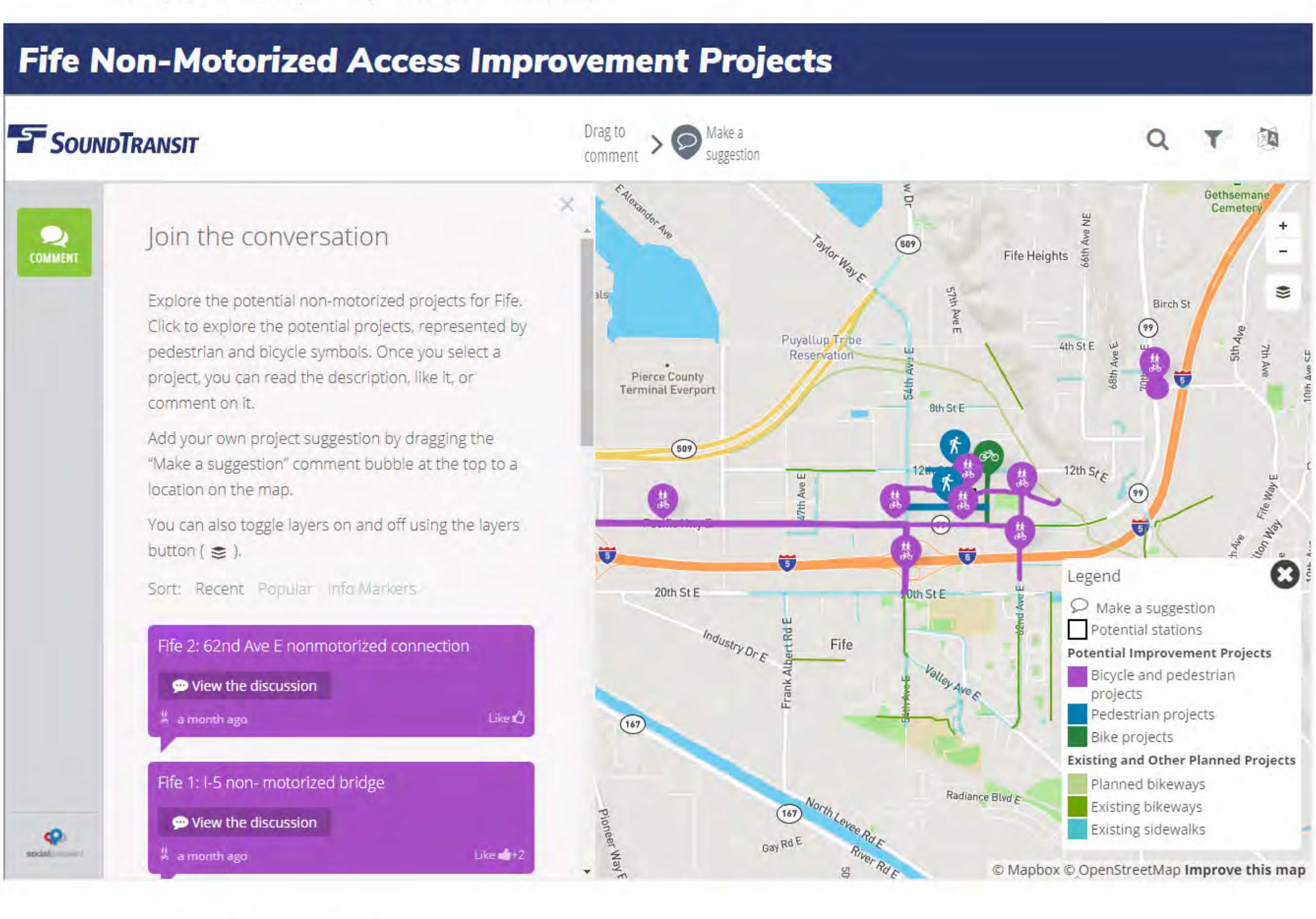
Which non-motorized project(s) would help you best access the station?

Are there any other improvements or access challenges that you would like us to consider? Share location, specific issue, and/or type of improvement.

Submit

Having trouble viewing the map? View on Social Pinpoint.

Fife Non-Motorized Access Improvement Projects



SoundTransit

Drag to comment | Make a suggestion

COMMENT

Join the conversation

Explore the potential non-motorized projects for Fife. Click to explore the potential projects, represented by pedestrian and bicycle symbols. Once you select a project, you can read the description, like it, or comment on it.

Add your own project suggestion by dragging the "Make a suggestion" comment bubble at the top to a location on the map.

You can also toggle layers on and off using the layers button (≋).

Sort: Recent Popular Info Markers

Fife 2: 62nd Ave E nonmotorized connection
View the discussion
a month ago Like

Fife 1: I-5 non- motorized bridge
View the discussion
a month ago Like +2

Legend
Make a suggestion
Potential stations
Potential Improvement Projects
Bicycle and pedestrian projects
Pedestrian projects
Bike projects
Existing and Other Planned Projects
Planned bikeways
Existing bikeways
Existing sidewalks

© Mapbox © OpenStreetMap Improve this map

Thank you for your feedback!

Be sure to visit the South Federal Way, Portland Avenue, and Tacoma Dome pages to comment on the other stations, then learn about next steps for the project.

General questions? Contact us:
Sound Transit Community Outreach
Phone: 206-398-5453
Email: tdlink@soundtransit.org
Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?
Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:
General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

SoundTransit

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Follow us

The pandemic and our economy ×

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects, including Tacoma Dome Link Extension, will need to change due to lower revenue projections. Learn more about our realignment process at soundtransit.org/realignment.

Portland Avenue

Explore what we're studying in the Portland Avenue station area of the Tacoma segment

- Learn about the status of Portland Avenue route and station alternatives
- Weigh in on Portland Avenue station design concepts
- Share your thoughts on Portland Avenue station non-motorized access projects

We're studying these Portland Avenue route and station alternatives in the Draft EIS. Click to enlarge map (PDF)

Status of Portland Avenue route and station alternatives

Tacoma Dome Link Extension Project Updates in Portland Av...
Station design concepts
SoundTransit

The Tacoma Segment of the project will have two stations: at Portland Avenue and the Tacoma Dome. We're studying the following alternatives in the Portland Avenue area:

Routes

- (Preferred) Tacoma 25th Street-West
- Portland Avenue Design Option

Stations

- Portland Avenue Station
- Portland Avenue Span Station Option

Follow along with our recent design refinements near the Portland Avenue station area

We are studying two Puyallup River bridge types: one design that would clear-span the river and another with bridge support piers in the river.

- The clear-span design includes a 560-foot span that is elevated about 60 feet above the level of the northernmost I-5 bridge.
- The in-river pier design requires two piers in the river, the bridge would be elevated 10 feet above the level of the current I-5 bridge (which is scheduled for removal as part of the I-5 HOV lane project).

Industry and entertainment at Portland Avenue

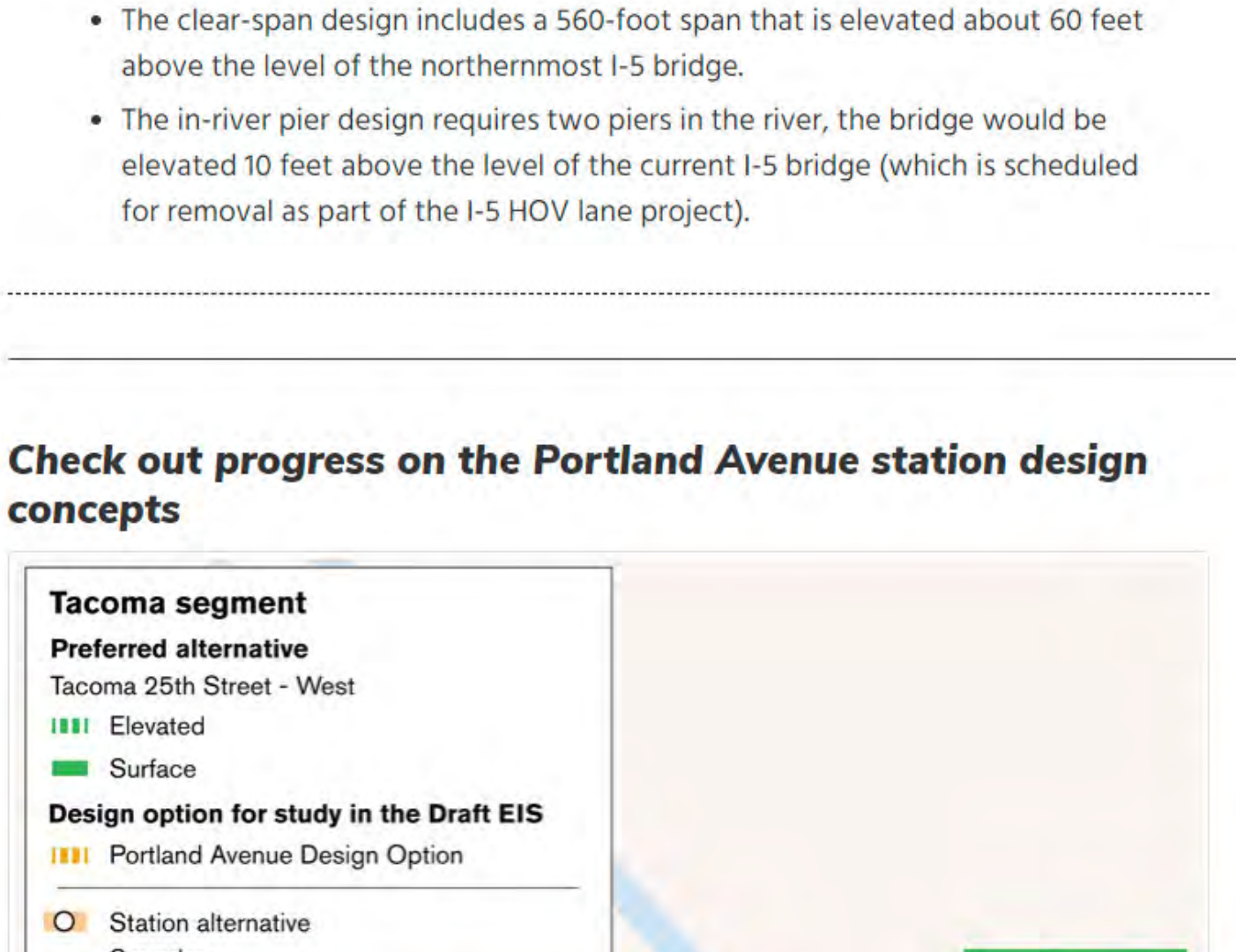
The Portland Avenue area is a bustling confluence for a number of activities—at the crossroads between the Port of Tacoma, Downtown Tacoma, Fife, the Puyallup Tribe of Indians' core services area, and Tacoma's Eastside neighborhoods. Although outside the port itself, this area is part of the Port of Tacoma Manufacturing and Industrial Center and is an important corridor for access to I-5. It is also a growing entertainment and hospitality center with the opening of the Puyallup Tribe of Indians' new Emerald Queen Casino and Hotel just south of I-5, where there is also a designated mixed-use center, business district and residential community.

The Portland Avenue station is located in the City of Tacoma's Tideflats Subarea Plan study area. The City is currently preparing this plan in conjunction with the Port of Tacoma, the Puyallup Tribe of Indians, Pierce County and the City of Fife. The plan will address issues related to the Manufacturing and Industrial Center, land use regulations, the environment, economic, public services and facilities and transportation.

Learn more about the Tideflats Subarea Plan at the City of Tacoma's website.

In addition, the City established a TOD Advisory Group in 2019 to help inform the design and development of significant transit projects throughout the city, including at the Portland Avenue Station. To learn more about their work, visit the City of Tacoma's TOD Advisory Group website.

Check out progress on the Portland Avenue station design concepts


Tacoma segment
Preferred alternative
Tacoma 25th Street - West
Elevated
Surface
Design option for study in the Draft EIS
Portland Avenue Design Option
Station alternative
Sounder
Portland Avenue Span (Station Option)
Puyallup River
Preferred alternative
E 26th St
Portland Ave E
E Bay St
Portland Avenue Station
5
Emerald Queen Casino
N Note: map not to scale

A closer look at the Portland Avenue Station area. | Click to enlarge map (PDF)

Key station design concept components of the Portland Avenue station include:

- **Bus transfer area:** Four bus stops beneath or near the station platform for easy transit connections
- **Bicycle storage:** Racks and lockers located under the station platform
- **Pick-up/drop-off spaces:** Short-term parking areas located near the station platform

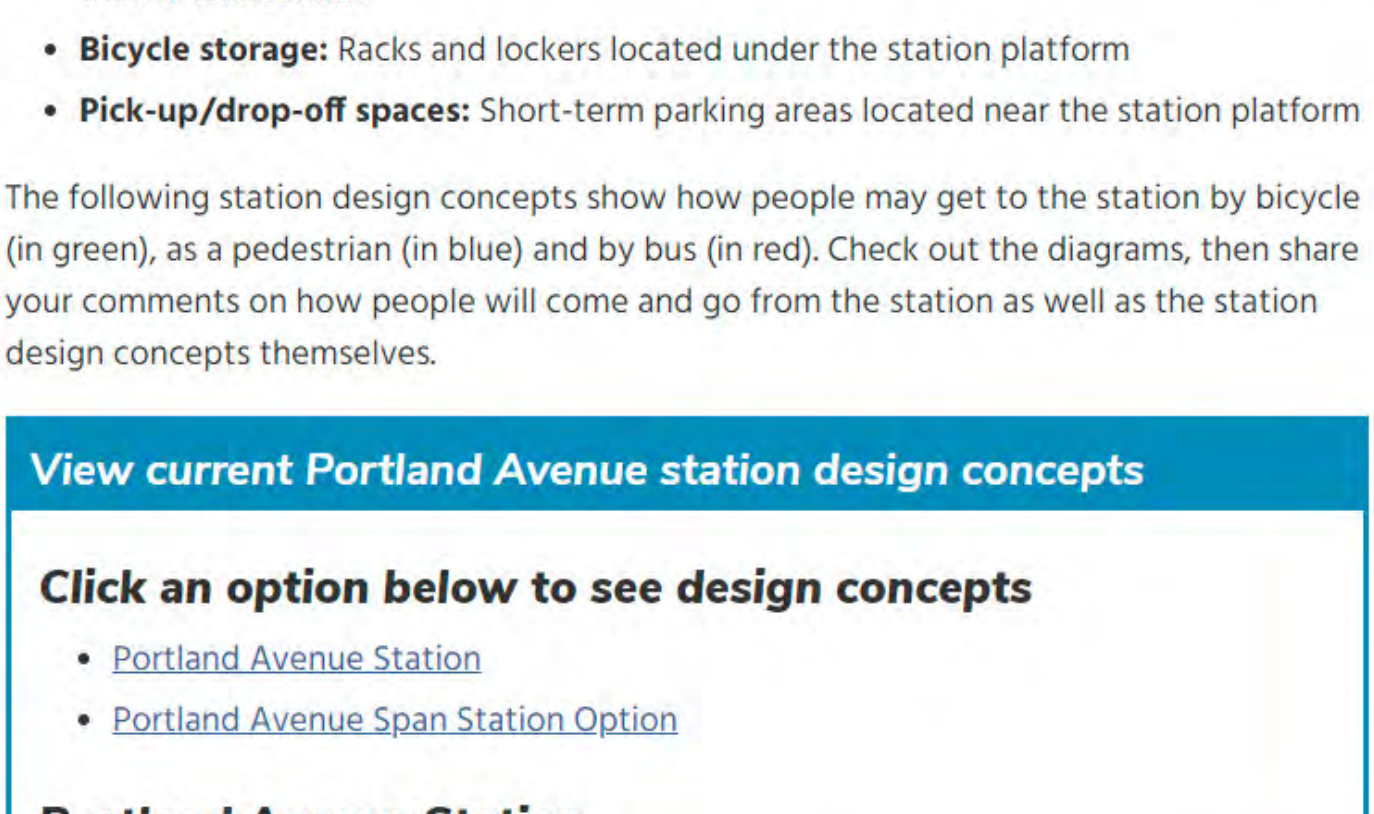
The following station design concepts show how people may get to the station by bicycle (in green), as a pedestrian (in blue) and by bus (in red). Check out the diagrams, then share your comments on how people will come and go from the station as well as the station design concepts themselves.

View current Portland Avenue station design concepts

Click an option below to see design concepts

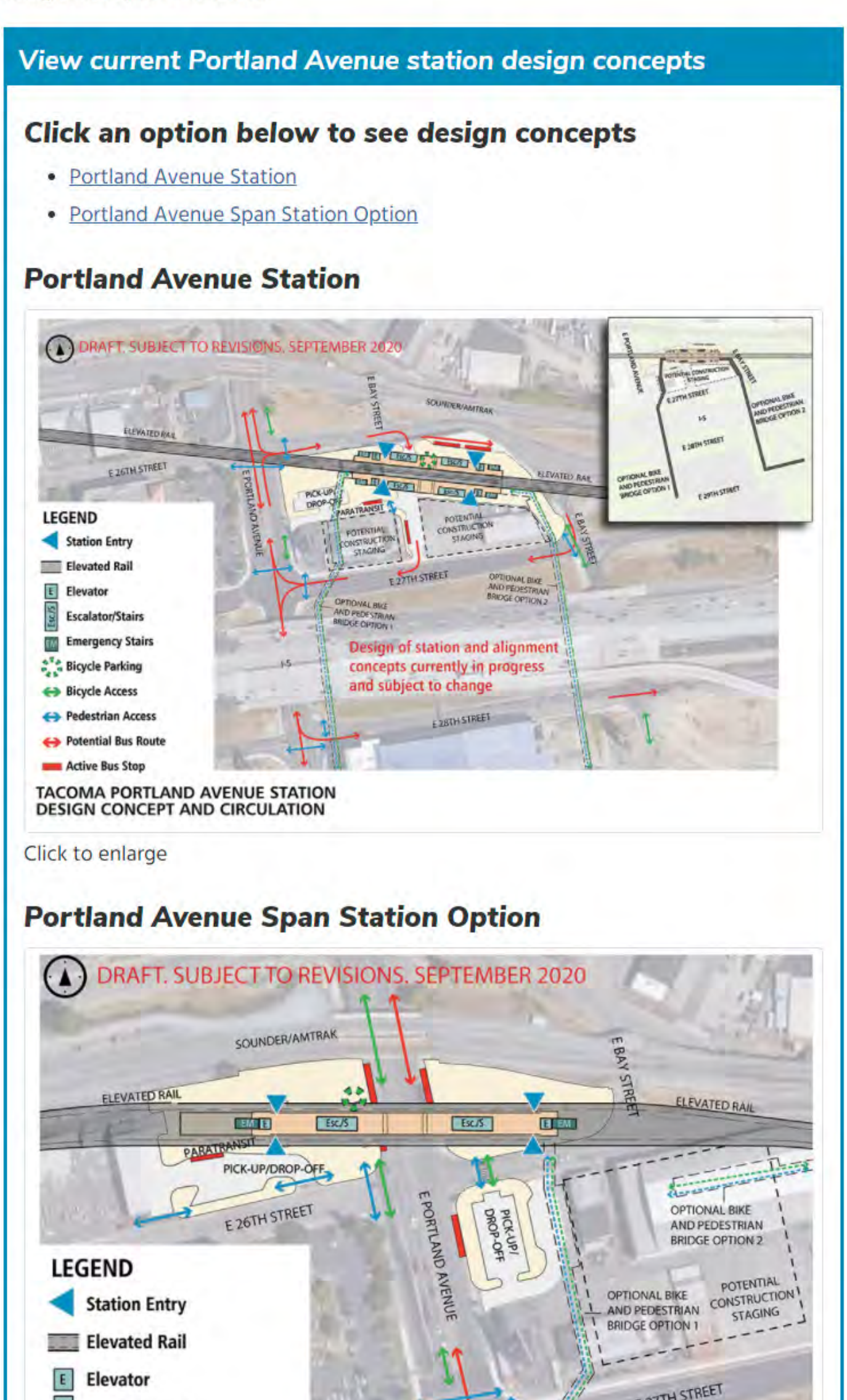
- Portland Avenue Station
- Portland Avenue Span Station Option

Portland Avenue Station


DRAFT. SUBJECT TO REVISIONS, SEPTEMBER 2020
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Design of station and alignment concepts currently in progress and subject to change
TACOMA PORTLAND AVENUE STATION DESIGN CONCEPT AND CIRCULATION

Click to enlarge

Portland Avenue Span Station Option


DRAFT. SUBJECT TO REVISIONS, SEPTEMBER 2020
SOUNDER RAIL
ELEVATED RAIL
PICK-UP/DROP-OFF
E 26TH STREET
E PORTLAND AVENUE
E BAY STREET
E 27TH STREET
E 28TH STREET
OPTIONAL BIKE AND PEDESTRIAN BRIDGE OPTION 2
OPTIONAL BIKE AND PEDESTRIAN BRIDGE OPTION 1
POTENTIAL CONSTRUCTION STAGING
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Design of station and alignment concepts currently in progress and subject to change
TACOMA PORTLAND AVENUE SPAN STATION OPTION DESIGN CONCEPT AND CIRCULATION

Click to enlarge

Give us your feedback: Portland Avenue station

How often do you usually visit the Portland Avenue area?

○ Daily
○ Once a week
○ Every other week
○ Once a month
○ Less than once a month
○ I never visit this area

How would you like to access the future Portland Avenue station including the nearby station area? Select all that apply:

☐ Bike
☐ Drive and park
☐ Take a bus or other transit
☐ Walk
☐ Use pick-up/drop-off area
☐ Use a wheelchair or other mobility device
☐ Other - Write In

Do you have input on the pathways in and out of Portland Avenue station? Select a station alternative and comment

Portland Avenue Station

Portland Avenue Span Station Option

Do you have comments on any of the station design concepts? Select a station alternative and comment.

Portland Avenue Station

Portland Avenue Span Station Option

Submit

Accessing Portland Avenue station via non-motorized modes (walking, rolling and bicycling)

To provide access for all future riders, we want to make sure there are safe and convenient walking, rolling and cycling routes between the Portland Avenue station and neighborhoods, businesses and community gathering places.

- The map and table show potential non-motorized access improvements for consideration and evaluation.
- Some non-motorized access improvements combine pedestrian and bicycle improvements, while others are only one or the other.

Whether you walk, bike or roll to your Link station, we will evaluate these non-motorized access projects with your convenience and safety in mind. Explore the map, leave comments and offer new ideas.

Learn more about the potential Portland Avenue Non-Motorized Access Improvement Projects

We are considering the following non-motorized access improvement projects for the Portland Avenue station. Sound Transit's funding resources to implement these projects is limited, so the evaluation process will help us prioritize projects for each station area. Comment on as many or as few as you prefer.

The map and table below convey the same information.

- Explore the map and share comments in an online discussion
- View projects as a table and submit comments

Evaluating non-motorized access projects

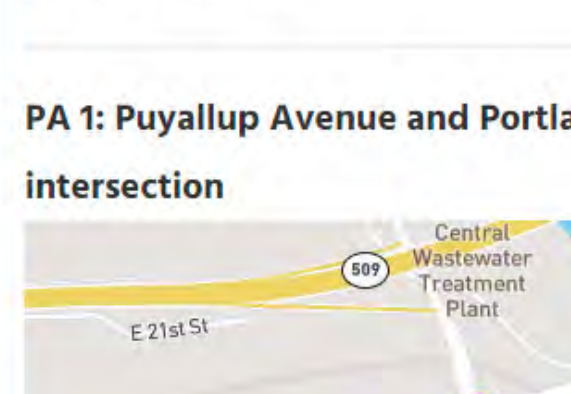
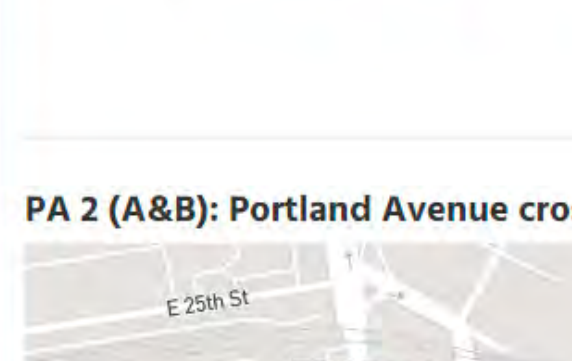
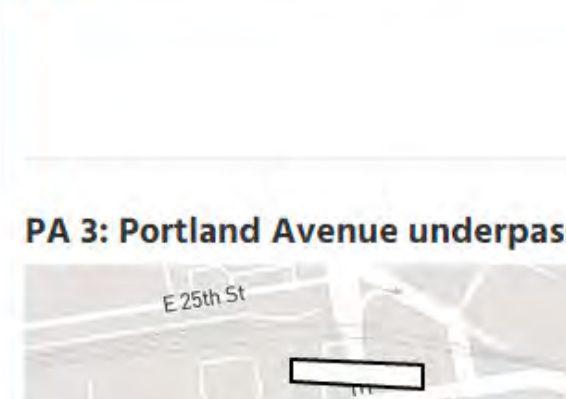
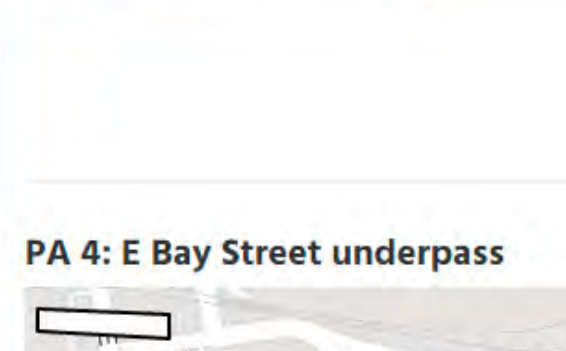
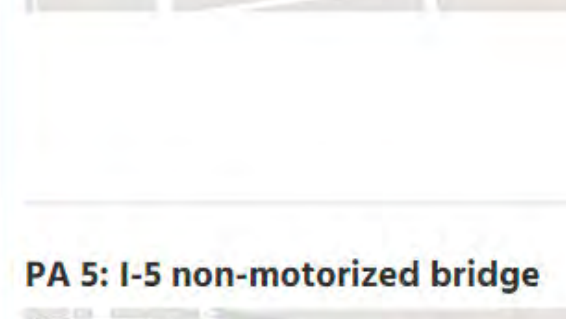
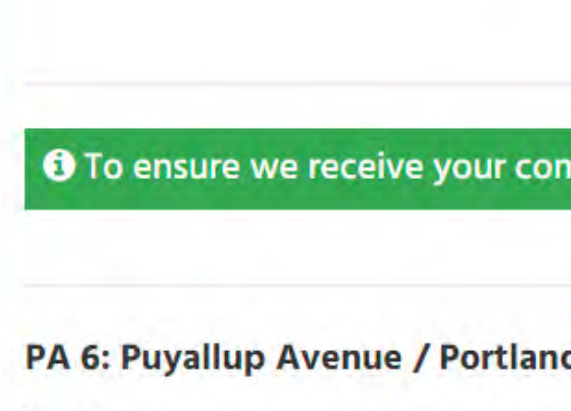
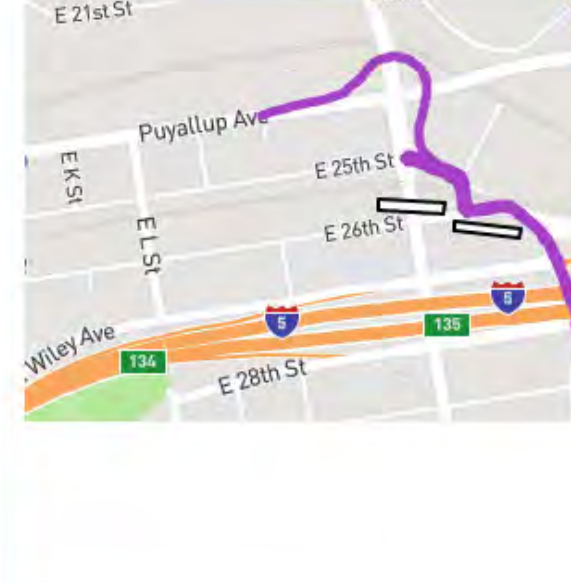
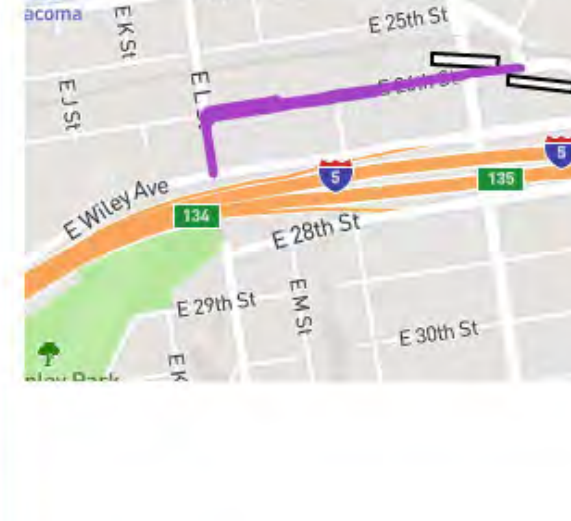
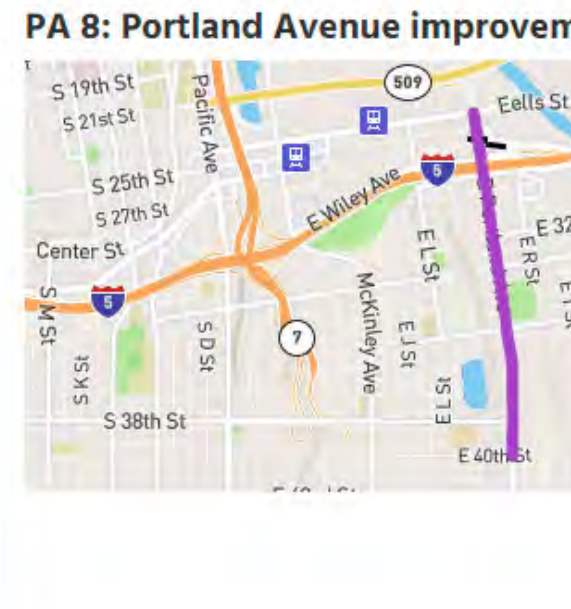
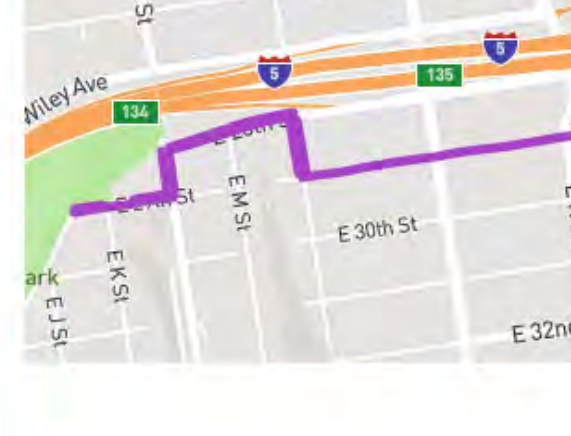
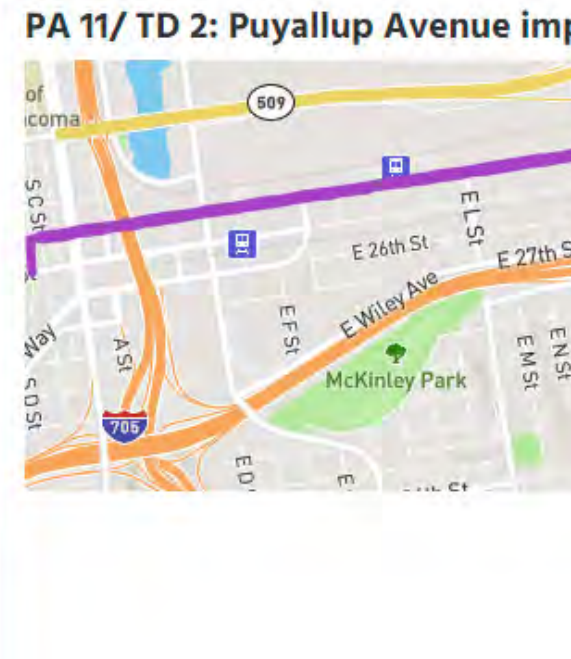
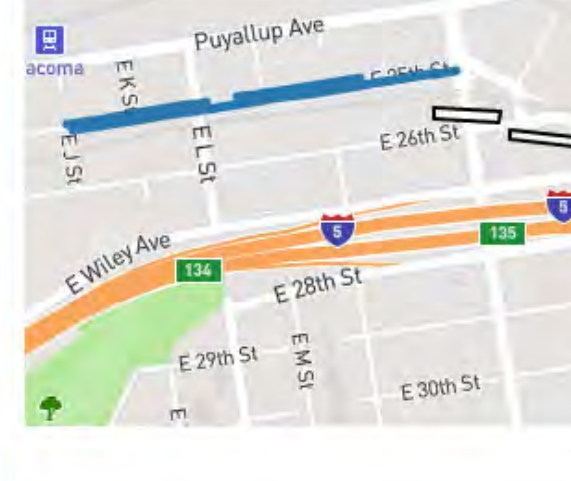
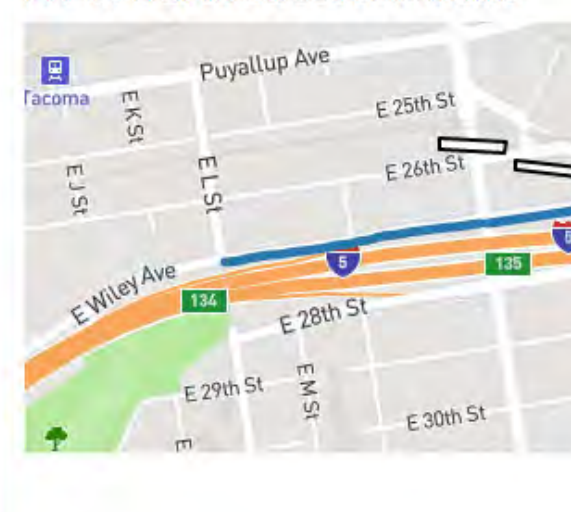
In addition to connecting each station to its immediate surroundings, Sound Transit has allocated funding resources to contribute to projects that improve walking, rolling and bicycling access within each station area, to be distributed across the 10-mile Tacoma Dome Link Extension corridor. Because Sound Transit's resources for these projects are limited, we expect to work with our project partners to secure full funding and implement these projects.

With our planning partners, we prepared initial ideas for access projects in each station area by identifying existing gaps and barriers to walking, rolling and bicycling within each station area. After we consider your feedback, we'll evaluate and prioritize projects at each station using criteria that reflect the following objectives:

- Grow ridership
- Improve connectivity and network access
- Improve safety and human health
- Optimize customer experience
- Advance social equity

Potential Portland Avenue Non-Motorized Access Improvement Projects (full table)

Please select which projects below you'd like to comment on.

Project Name	Project Type	Project Description
PA 1: Puyallup Avenue and Portland Avenue intersection 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements at the intersection of Puyallup Avenue and Portland Avenue, including: • improve east and west leg crosswalks • sidewalks • bicycle safety improvements through the intersection
PA 2 (A&B): Portland Avenue crossings 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Construct signalized crossings on Portland Avenue at E 25th Street and/or E 26th Street
PA 3: Portland Avenue underpass 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make pedestrian and bicycle improvements in the I-5 underpass at Portland Avenue, including: • sidewalks • lighting • noise barriers • bicycle facilities • intersection improvements at E 27th Street and E 28th Street
PA 4: E Bay Street underpass 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make pedestrian and bicycle improvements in the I-5 underpass at E Bay Street, including: • sidewalks • lighting • noise barriers • bicycle facilities
PA 5: I-5 non-motorized bridge 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Construct a non-motorized bridge over I-5 near Portland Avenue or East R Street / East Bay Street
To ensure we receive your comments, don't forget to click "Submit" at the bottom of this survey!		
PA 6: Puyallup Avenue / Portland Avenue bypass 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Add bicycle and pedestrian bypass around the Puyallup Avenue/Portland Avenue intersection from Puyallup Avenue and E N Street connecting under Portland Avenue. Complete gaps in sidewalk and add bicycle facilities on Bay Street/East S Street between Puyallup Avenue and the E 29th Street roundabout
PA 7: E 26th Street improvements 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk and add bicycle facilities on E 26th Street (both sides, between Bay Street and L Street) and on E L Street between E 26th Street and E 27th Street.
PA 8: Portland Avenue improvements 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements on Portland Avenue from Puyallup Avenue to E 40th Street/Pipeline Trail, including: • add bicycle facilities • add/upgrade sidewalks and construct ADA ramps • add/improve crossings
PA: 9: Pacific Highway East improvements 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Add pedestrian and bicycle improvements along Pacific Highway East and Fishing Wars Memorial Bridge from Portland Avenue to City of Tacoma City Limits (Connects to project Fife 7 on the Fife project list)
PA 10: E 29th Street improvements 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Add sidewalks and bicycle facilities on E 29th Street (with jog to E 28th St via E L St and back via E N St) from McKinley Park to the E 29th Street roundabout
PA 11/ TD 2: Puyallup Avenue improvements 	🚶 🚲 ☐ I like this project ☐ I'd like to comment	Make improvements to Puyallup Avenue/S 24th Street between S C Street and Portland Avenue, including: • upgrade sidewalks • improve all signalized crossings with ADA improvements, crosswalks and signal enhancements • add crossings (midblock or at intersections), as needed • add bicycle facilities • add bicycle/pedestrian connection to the Water Flume Line Trail (and future Prairie Line Trail extension) on S Holgate Street between S 24th Street and S 25th Street
PA 12: E 25th Street sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on E 25th Street (both sides, between Portland Avenue and J Street)
PA 13: E 27th Street sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in sidewalk on E 27th Street (north side, between Bay Street and L Street)
PA 14: E 28th Street sidewalks 	🚶 ☐ I like this project ☐ I'd like to comment	Complete gaps in south sidewalk and improve existing sidewalks on E 28th Street (between Bay Street and East N Street)

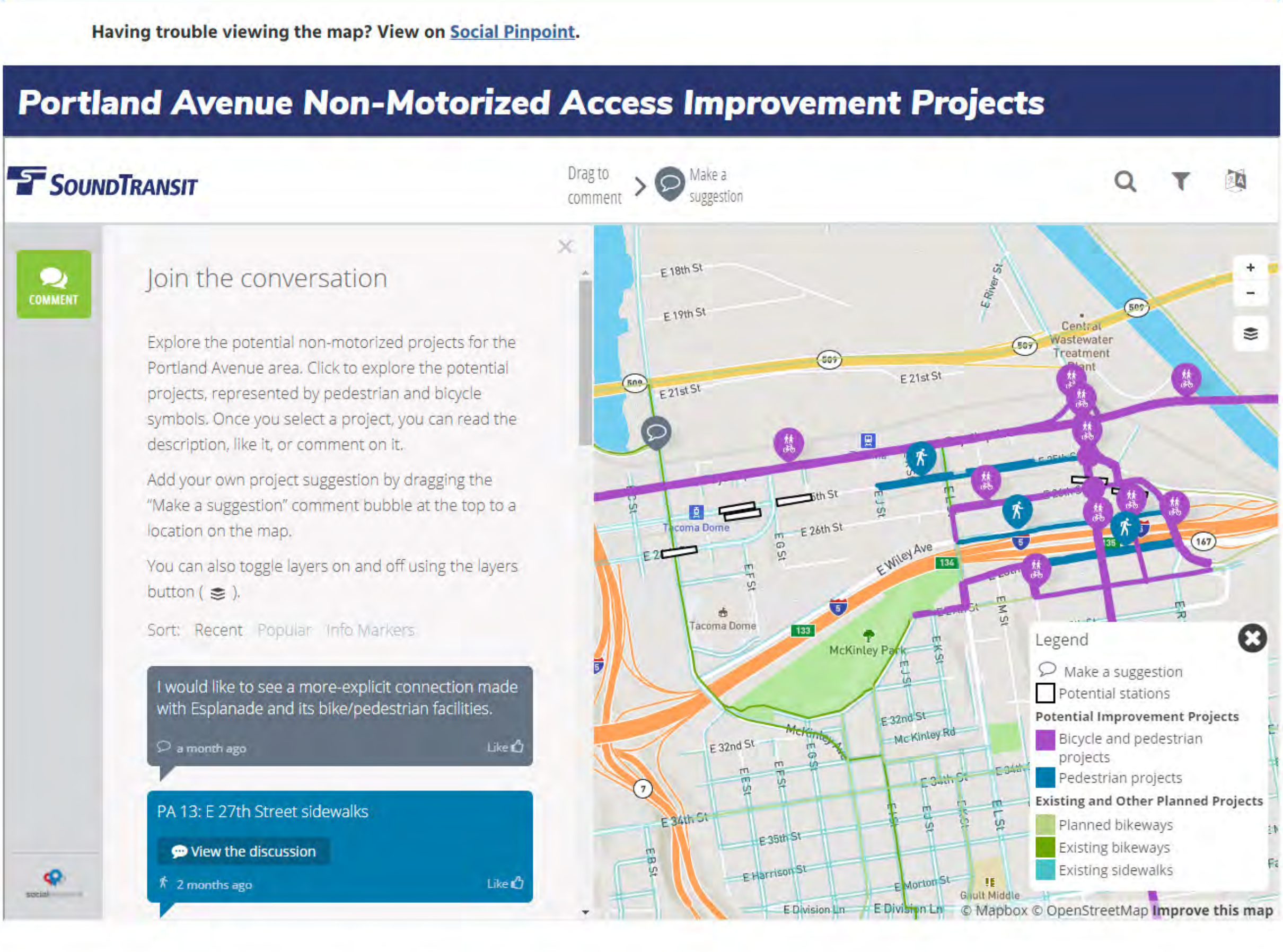
Which non-motorized project(s) would help you best access the station?

Are there any other improvements or access challenges that you would like us to consider? Share location, specific issue, and/or type of improvement.

Submit

Having trouble viewing the map? View on Social Pinpoint.

Portland Avenue Non-Motorized Access Improvement Projects


SoundTransit
Drag to comment
Make a suggestion
COMMENT
Legend
Make a suggestion
Potential stations
Potential Improvement Projects
Bicycle and pedestrian projects
Pedestrian projects
Existing and Other Planned Projects
Planned bikeways
Existing bikeways
Existing sidewalks
© Mapbox © OpenStreetMap Improve this map

Join the conversation

Explore the potential non-motorized projects for the Portland Avenue area. Click to explore the potential projects, represented by pedestrian and bicycle symbols. Once you select a project, you can read the description, like it, or comment on it.

Add your own project suggestion by dragging the "Make a suggestion" comment bubble at the top to a location on the map.

You can also toggle layers on and off using the layers button.

Sort: Recent Popular Info Markers

I would like to see a more-explicit connection made with Esplanade and its bike/pedestrian facilities.
a month ago Like

PA 13: E 27th Street sidewalks
View the discussion
2 months ago Like

Thank you for your feedback!

Be sure to visit the South Federal Way, Fife, and Tacoma Dome pages to comment on the other stations, then learn about next steps for the project.

General questions? Contact us:
Sound Transit Community Outreach
Phone: 206-398-5453
Email: tdlink@soundtransit.org
Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?
Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:
General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

SoundTransit
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Follow us

The pandemic and our economy

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects, including Tacoma Dome Link Extension, will need to change due to lower revenue projections. Learn more about our realignment process at soundtransit.org/realignment.

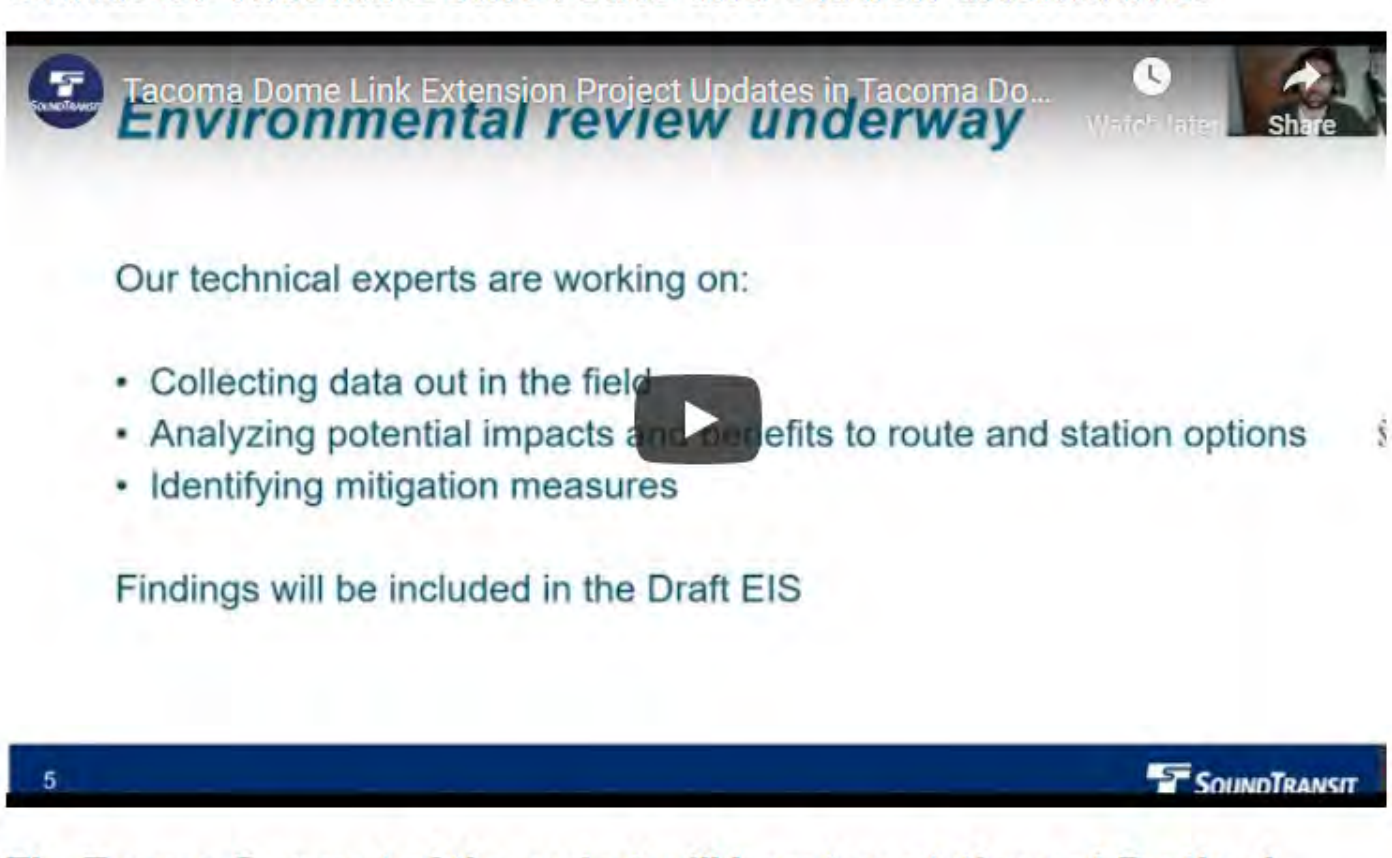
Tacoma Dome

Explore what we're studying in the Tacoma Dome station area in the Tacoma segment

- Learn about the status of Tacoma Dome route and station alternatives
- Weigh in on Tacoma Dome station design concepts
- Share your thoughts on Tacoma Dome station non-motorized access projects

We're studying these Tacoma Dome route and station alternatives in the Draft EIS. Click to enlarge Tacoma segment map (PDF)

Status of Tacoma Dome route and station alternatives



Tacoma Dome Link Extension Project Updates in Tacoma Do...

Environmental review underway

Our technical experts are working on:

- Collecting data out in the field
- Analyzing potential impacts and benefits to route and station options
- Identifying mitigation measures

Findings will be included in the Draft EIS

Watch later
Share
5
SOUNDTRANSIT

The Tacoma Segment of the project will have two stations: at Portland Avenue and the Tacoma Dome. We're studying the following alternatives in the Tacoma Dome area:

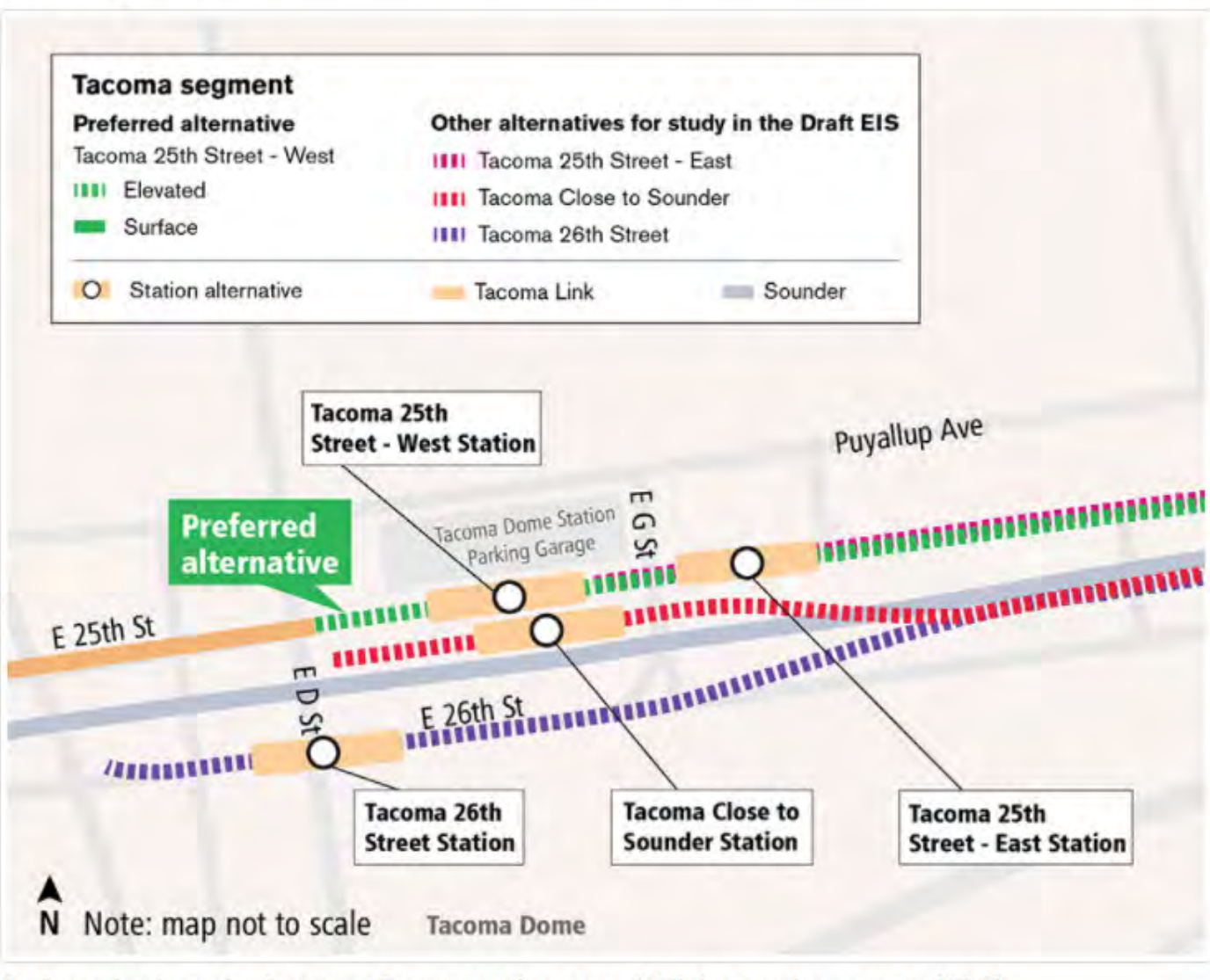
Routes

- (Preferred) Tacoma 25th Street-West
- Tacoma Close to Sounder
- Tacoma 25th Street-East
- Tacoma 26th Street

Stations

- Tacoma 25th Street-West Station
- Tacoma Close to Sounder Station
- Tacoma 25th Street-East Station
- Tacoma 26th Street Station

Check out progress on the Tacoma Dome station design concepts



Tacoma segment
Preferred alternative
Tacoma 25th Street - West
Elevated
Surface
Other alternatives for study in the Draft EIS
Tacoma 25th Street - East
Tacoma Close to Sounder
Tacoma 26th Street
Station alternative
Tacoma Link
Sounder
Tacoma 25th Street - West Station
Preferred alternative
Tacoma Dome Station Parking Garage
E G St
Puyallup Ave
E 25th St
E D St
E 26th St
Tacoma 26th Street Station
Tacoma Close to Sounder Station
Tacoma 25th Street - East Station
N
Note: map not to scale
Tacoma Dome

A closer look at the Tacoma Dome station area. | Click to enlarge map (PDF)

Key station design concept components of the Tacoma Dome station include:

- **Bus transfer area**: 11 bus stops, organized in six different concepts for a new or reconfigured bus facility at Tacoma Dome station
- **Bus layover area**: Options for layover areas to accommodate buses terminating their routes at this station
- **Pedestrian overcrossing between different transit modes**: Multiple options for overcrossing location based on station location, generally over the Sounder tracks or East G Street
- **Bicycle storage**: Racks and lockers located next to or under the station platform
- **Pick-up/drop-off spaces**: Short-term parking areas located near the station platform

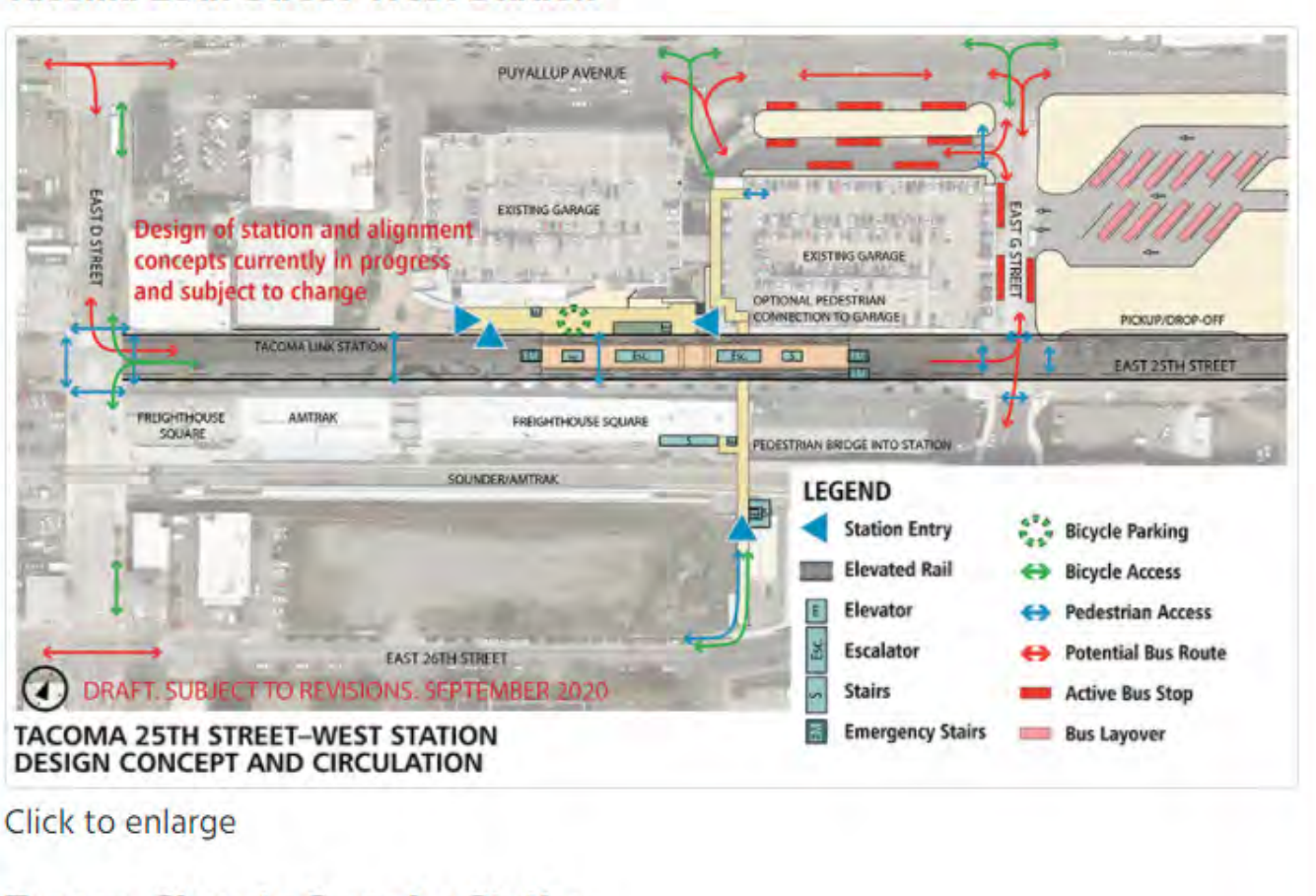
The following station design concepts show how people may get to the station by bicycle (in green), as a pedestrian (in blue) and by bus (in red). Check out the diagrams, then share your comments on how people will come and go from the station as well as the station design concepts themselves.

View current Tacoma Dome station design concepts

Click an option below to see design concepts

- Tacoma 25th Street-West Station
- Tacoma Close to Sounder Station
- Tacoma 25th Street-East Station
- Tacoma 26th Street Station

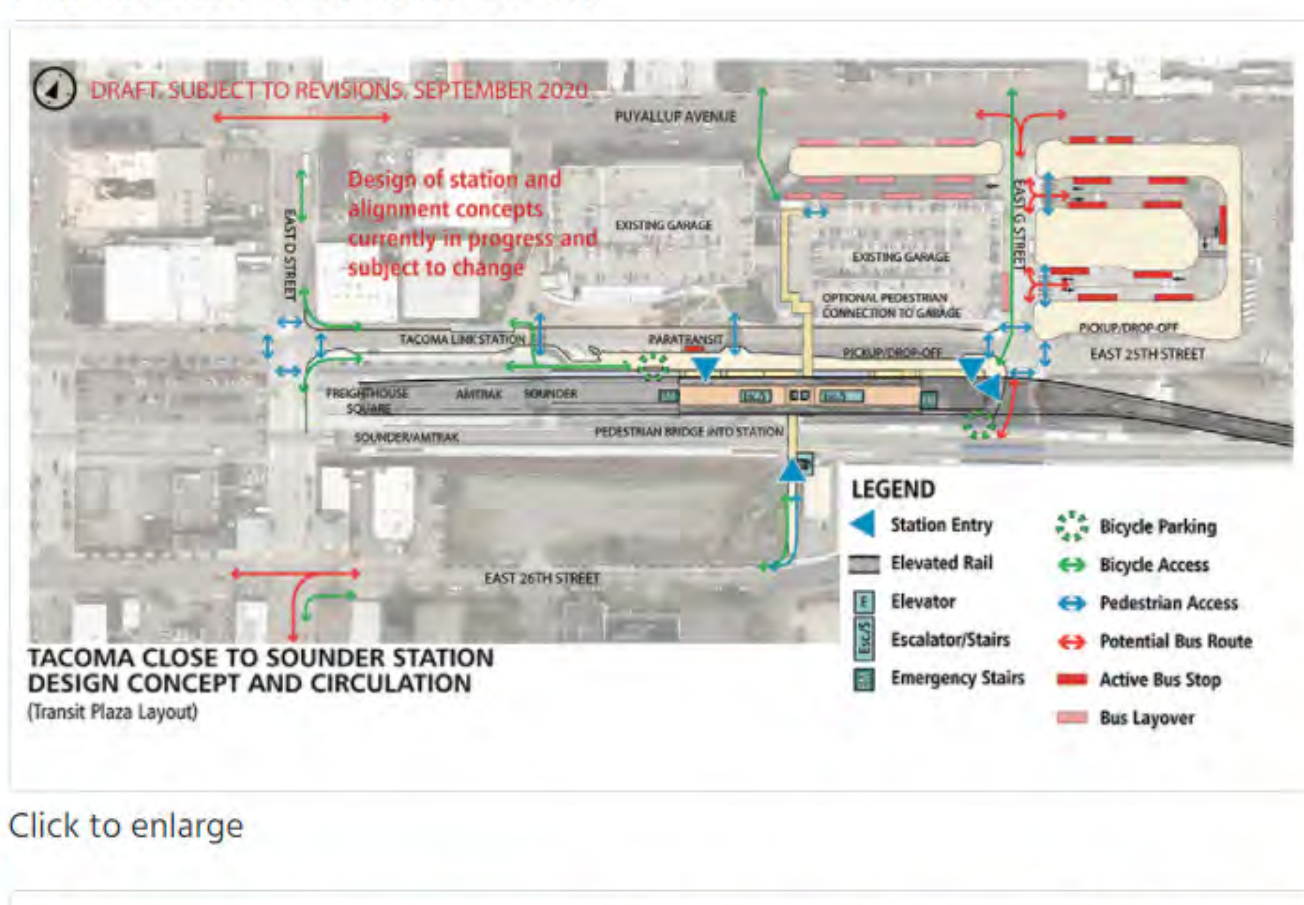
Tacoma 25th Street-West Station



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
Design of station and alignment concepts currently in progress and subject to change
TACOMA 25TH STREET–WEST STATION DESIGN CONCEPT AND CIRCULATION
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator
Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover

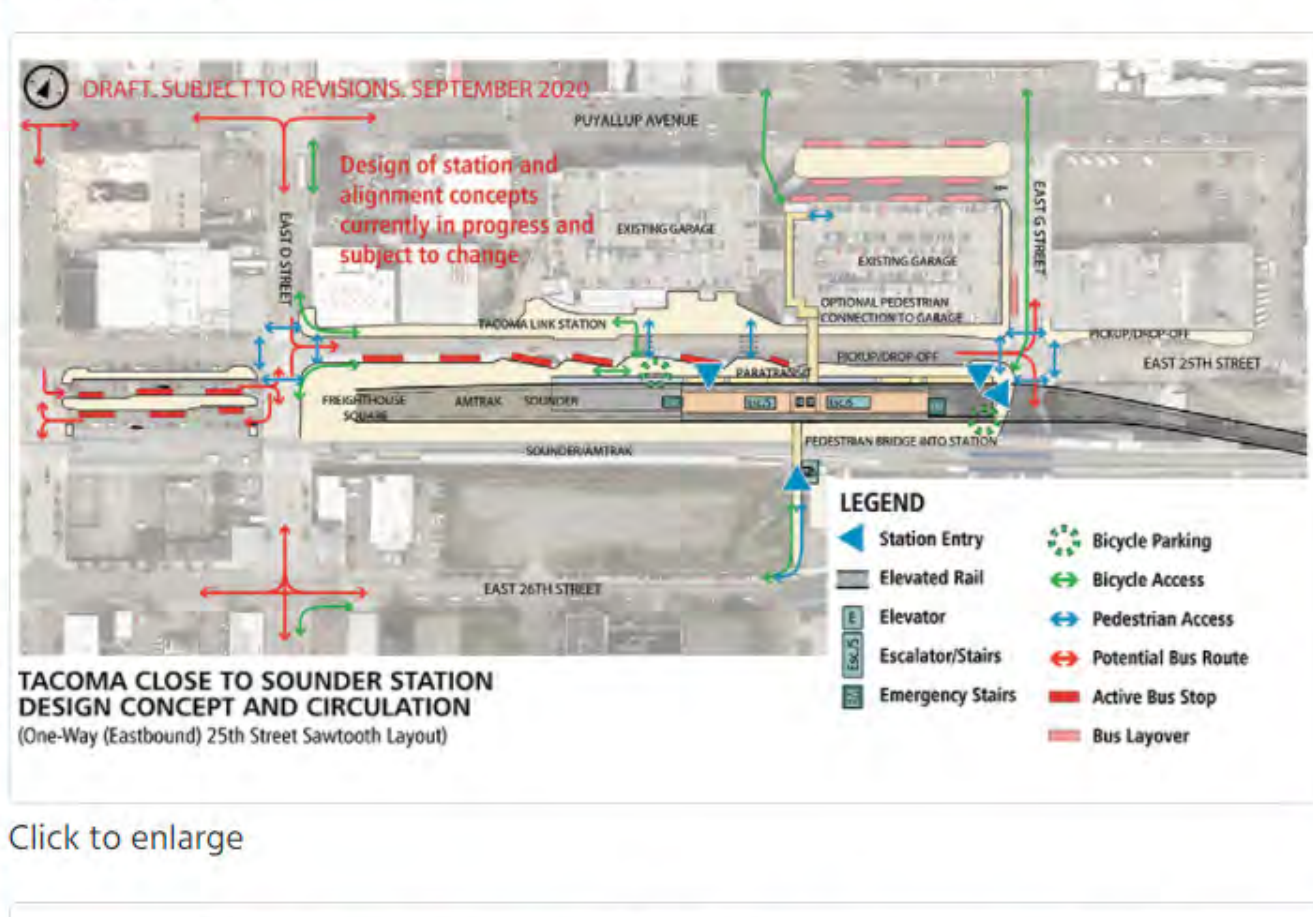
Click to enlarge

Tacoma Close to Sounder Station



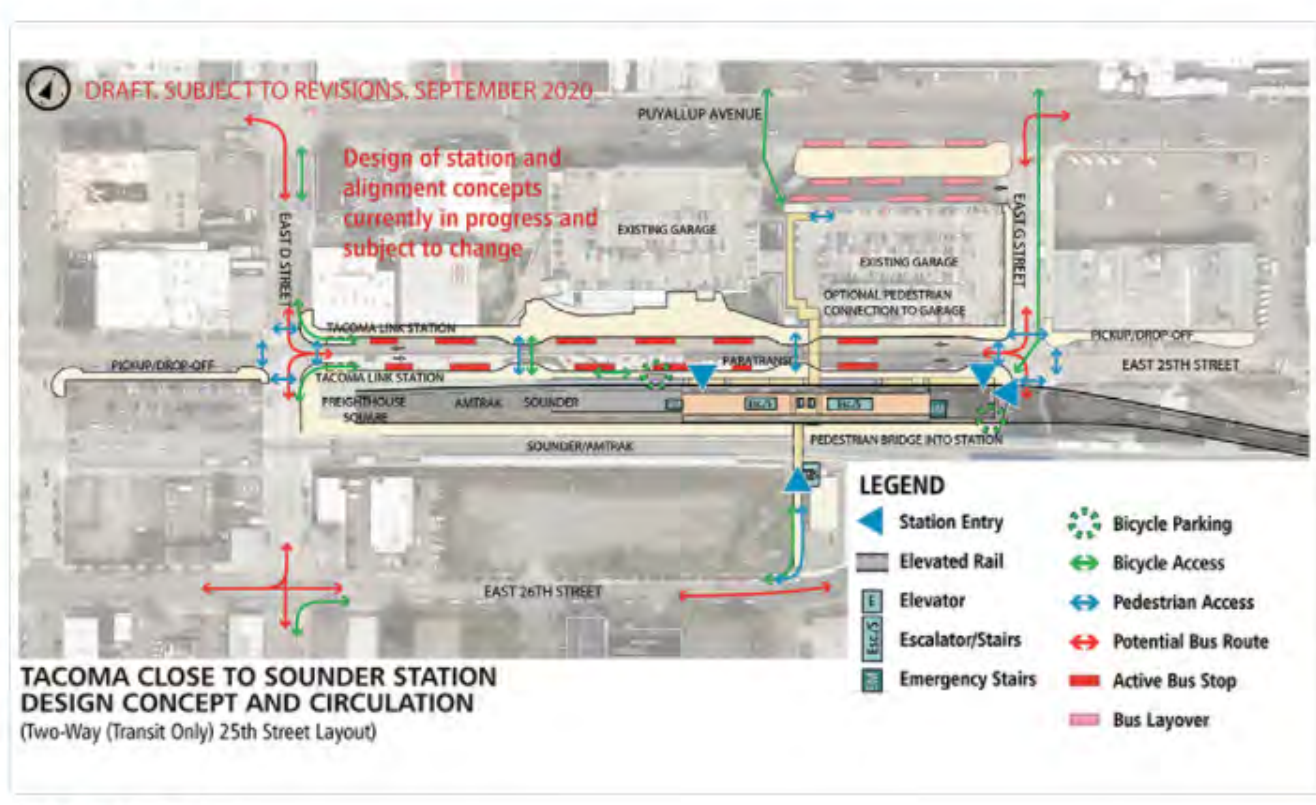
DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
Design of station and alignment concepts currently in progress and subject to change
TACOMA CLOSE TO SOUNDER STATION DESIGN CONCEPT AND CIRCULATION
(Transit Plaza Layout)
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover

Click to enlarge



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
Design of station and alignment concepts currently in progress and subject to change
TACOMA CLOSE TO SOUNDER STATION DESIGN CONCEPT AND CIRCULATION
(One-Way (Eastbound) 25th Street Sawtooth Layout)
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover

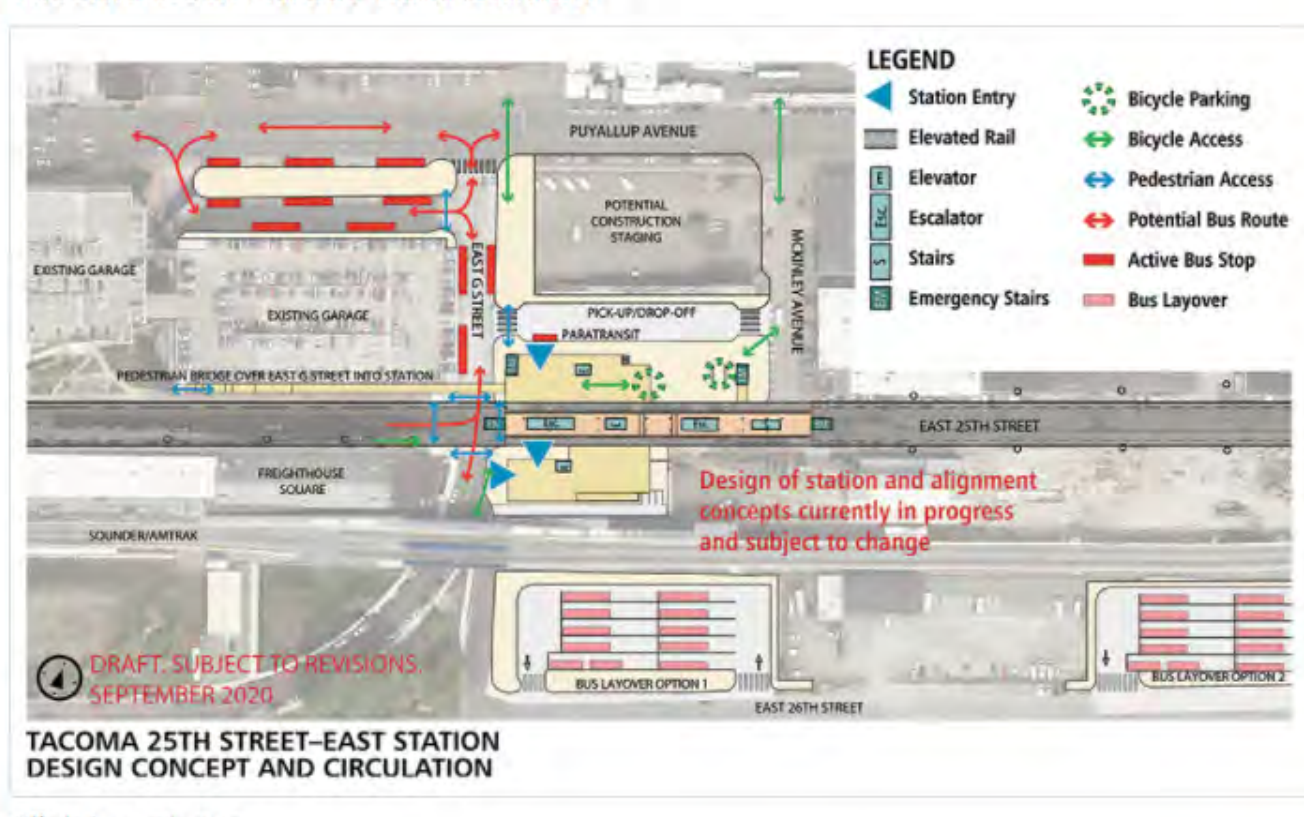
Click to enlarge



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
Design of station and alignment concepts currently in progress and subject to change
TACOMA CLOSE TO SOUNDER STATION DESIGN CONCEPT AND CIRCULATION
(Two-Way (Transit Only) 25th Street Layout)
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator/Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover

Click to enlarge

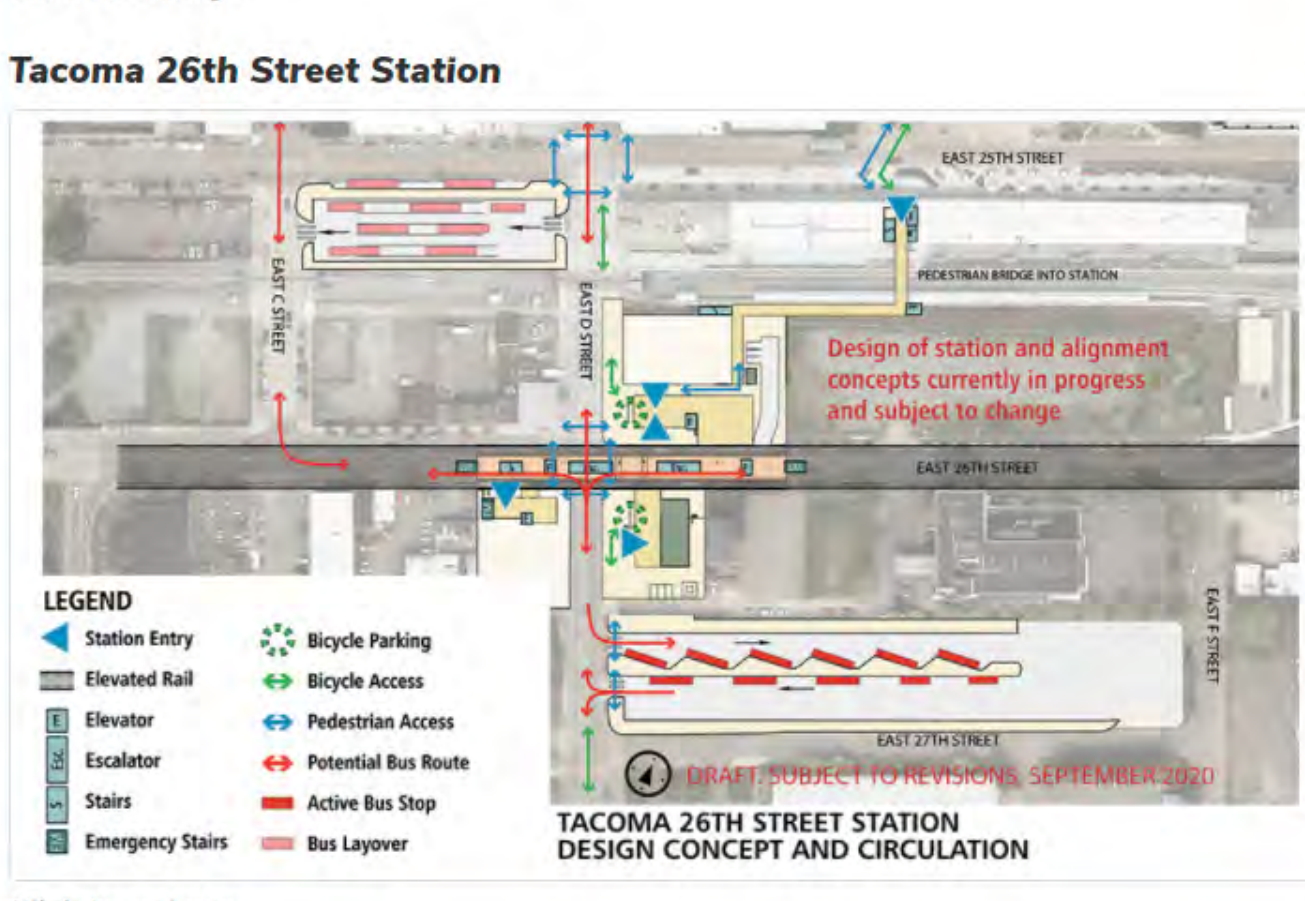
Tacoma 25th Street-East Station



LEGEND
Station Entry
Elevated Rail
Elevator
Escalator
Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
Design of station and alignment concepts currently in progress and subject to change
DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
TACOMA 25TH STREET–EAST STATION DESIGN CONCEPT AND CIRCULATION

Click to enlarge

Tacoma 26th Street Station



Design of station and alignment concepts currently in progress and subject to change
LEGEND
Station Entry
Elevated Rail
Elevator
Escalator
Stairs
Emergency Stairs
Bicycle Parking
Bicycle Access
Pedestrian Access
Potential Bus Route
Active Bus Stop
Bus Layover
DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020
TACOMA 26TH STREET STATION DESIGN CONCEPT AND CIRCULATION

Click to enlarge

Give us your feedback: Tacoma Dome station

How often do you usually visit the Tacoma Dome area?

○ Daily
○ Once a week
○ Every other week
○ Once a month
○ Less than once a month
○ I never visit this area

How would you like to access the future Tacoma Dome station including the nearby station area? Select all that apply:

☐ Bike
☐ Drive and park
☐ Take a bus or other transit
☐ Walk
☐ Use pick-up/drop-off area
☐ Use a wheelchair or other mobility device
☐ Other - Write In

Do you have input on the pathways in and out of Tacoma Dome station? Select a station alternative and comment.

Tacoma 25th Street-West Station

Tacoma Close to Sounder Station

Tacoma 25th Street-East Station

Tacoma 26th Street Station

Do you have comments on any of the station design concepts? Select a station alternative and comment.

Tacoma 25th Street-West Station

Tacoma Close to Sounder Station

Tacoma 25th Street-East Station

Tacoma 26th Street Station

Submit

Dome District: An emerging transit-oriented community

With the arrival of Link, the Dome District will be one of the state's most significant regional and local transit centers. Several planning efforts over the years have set a target for transit-oriented development here, including the South Downtown Subarea Plan, which reinforced the vision for a "vibrant, walkable, mixed-use community" that offers transportation and housing choices. One of the key challenges in the district is finding the right balance between its function as a transit and transportation hub, a local and regional entertainment center, a vibrant business district and a livable neighborhood.

Development activity in the Dome District has accelerated in recent years including the completion of one new transit-oriented development project and several others proposed or announced. In addition, the City established a TOD Advisory Group in 2019 to help inform the design and development of significant transit projects throughout the city including the Dome District. The advisory group also hosted an Urban Land Institute technical assistance panel to offer ideas on how to shape development and the future of the district.

As the neighborhood's emerging TOD market matures, here are a few aspects to consider:

- Gridded streets lay the foundation for an urban neighborhood, and wide sidewalks such as those seen on East D Street, can create a more comfortable and inviting pedestrian experience and help the district accommodate large events.
- Pairing new development with public space and civic amenities can create a transit-oriented community that offers all the goods, services and activities that a resident, visitor, or commuter would need in daily life.
- As redevelopment occurs and vacant lots are filled in, pedestrian-oriented storefronts can help draw shoppers along the street.

To learn more about planning efforts in the Tacoma Dome station area:

- Check out the City of Tacoma's South Downtown Subarea Plan.
- Learn more about the City of Tacoma's TOD Advisory Group.
- Review the Urban Land Institute Technical Assistance Panel report.

Accessing Tacoma Dome station via non-motorized modes (walking, rolling and bicycling)

To provide access for all future riders, we want to make sure there are safe and convenient walking, rolling and cycling routes between the Tacoma Dome station and neighborhoods, businesses and community gathering places.

- The map and table show potential non-motorized access improvements for consideration and evaluation.
- Some non-motorized access improvements combine pedestrian and bicycle improvements, while others are only one or the other.

Whether you walk, bike or roll to your Link station, we will evaluate these non-motorized access projects with your convenience and safety in mind. Explore the map, leave comments and offer new ideas.

Learn more about the potential Tacoma Dome Non-Motorized Access Improvement Projects

We are considering the following non-motorized access improvement projects for the Tacoma Dome station. Sound Transit's funding resources to implement these projects is limited, so the evaluation process will help us prioritize projects for each station area. Comment on as many or as few as you prefer.

The map and table below convey the same information.

- Explore the map and share comments in an online discussion
- View projects as a table and submit comments

Evaluating non-motorized access projects

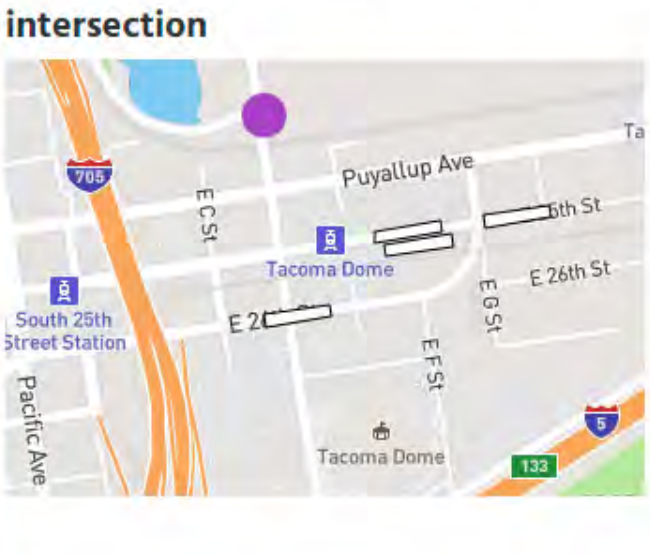
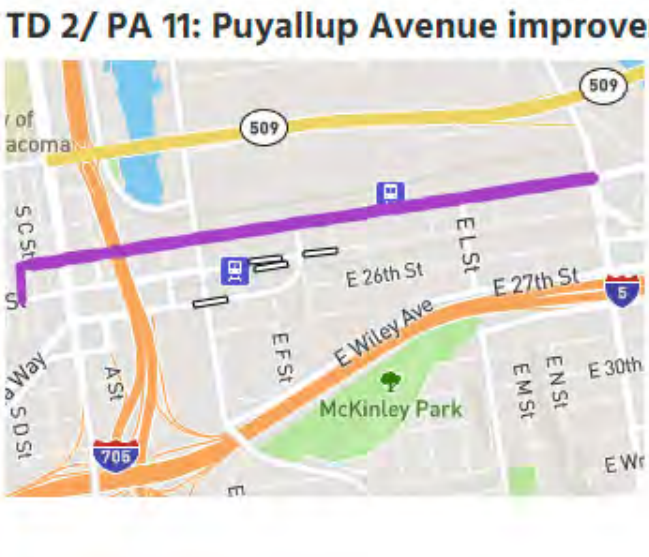
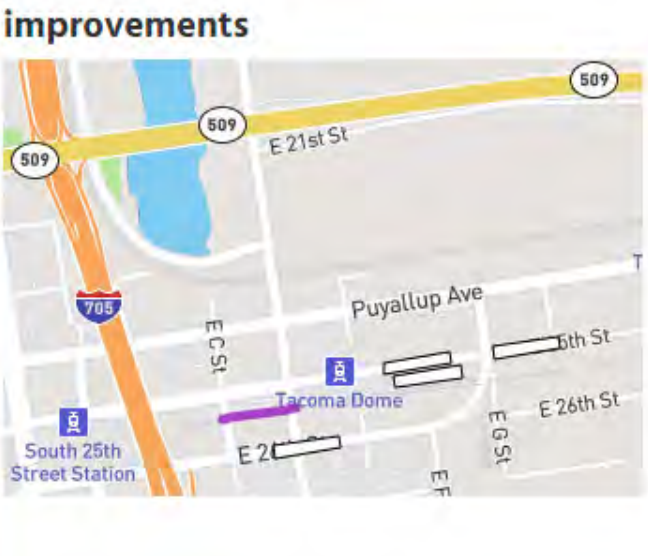
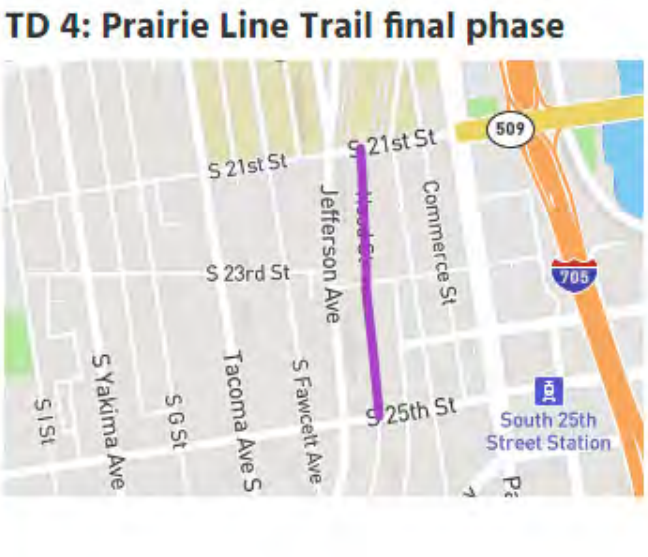
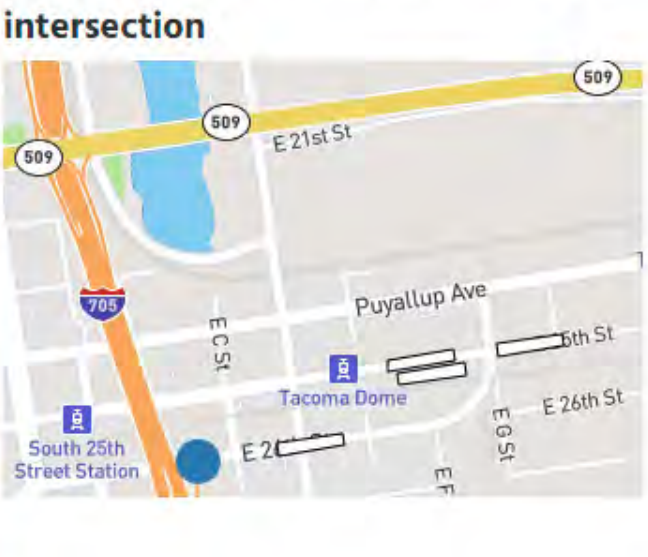
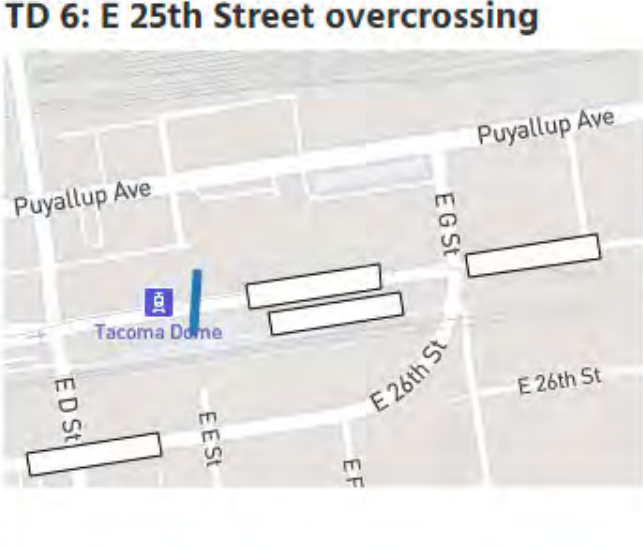
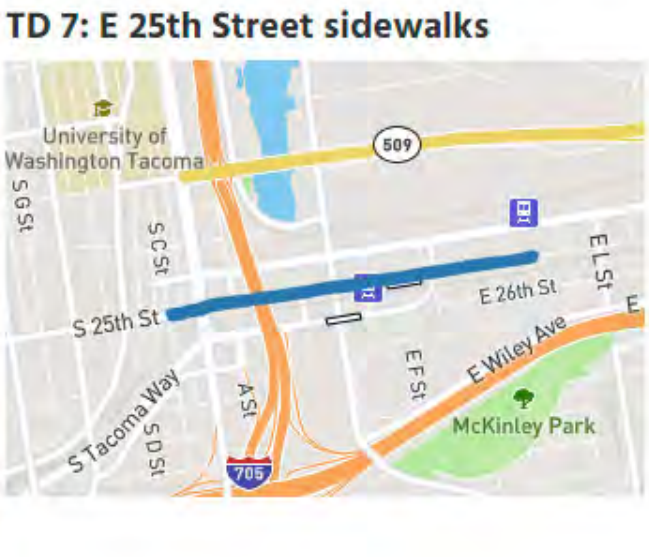
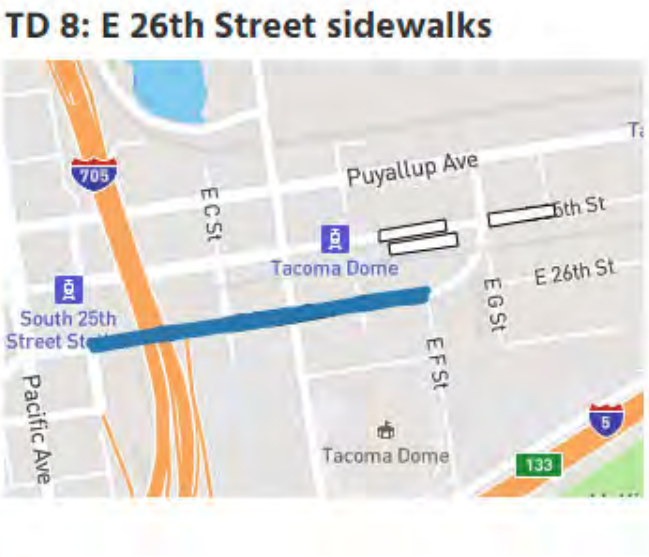
In addition to connecting each station to its immediate surroundings, Sound Transit has allocated funding resources to contribute to projects that improve walking, rolling and bicycling access within each station area, to be distributed across the 10-mile Tacoma Dome Link Extension corridor. Because Sound Transit's resources for these projects are limited, we expect to work with our project partners to secure full funding and implement these projects.

With our planning partners, we prepared initial ideas for access projects in each station area by identifying existing gaps and barriers to walking, rolling and bicycling within each station area. After we consider your feedback, we'll evaluate and prioritize projects at each station using criteria that reflect the following objectives:

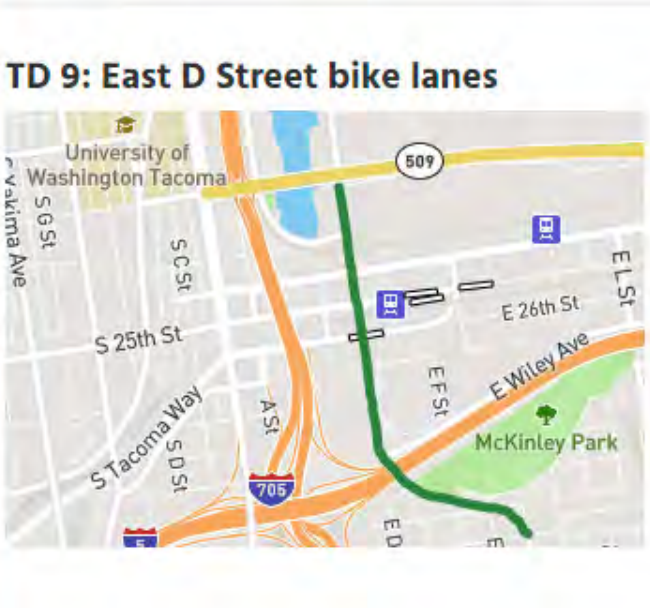
- Grow ridership
- Improve connectivity and network access
- Improve safety and human health
- Optimize customer experience
- Advance social equity

Potential Tacoma Dome Non-Motorized Access Improvement Projects (full table)

Please select which projects below you'd like to comment on.

Project Name	*Project Type*	*Project Description*
TD 1: East D Street and East Dock Street intersection 	🚶 🚲	Make improvements at the intersection of East D Street and E Dock Street, including: - sidewalks - south leg crosswalk - bicycle transition to sidewalk and bicycle box at intersection - safety improvements through intersection ☐ I like this project ☐ I'd like to comment
TD 2/ PA 11: Puyallup Avenue improvements 	🚶 🚲	Make improvements to Puyallup Avenue/S 24th Street between South C Street and Portland Avenue, including: - upgrade sidewalks - improve all signalized crossings with ADA improvements, crosswalks, and signal enhancements - add crossings (midblock or at intersections), as needed - add bicycle facilities - add bicycle/pedestrian connection to the Water Flume Line Trail (and future Prairie Line Trail extension) on S Holgate Street between S 24th Street and S 25th Street ☐ I like this project ☐ I'd like to comment
TD 3: Dome District railroad crossing improvements 	🚶 🚲	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between 25th and 26th Streets on East D St and East C St ☐ I like this project ☐ I'd like to comment
TD 4: Prairie Line Trail final phase 	🚶 🚲	Construct the final phase of the Prairie Line Trail from S 21st Street to S 25th Street ☐ I like this project ☐ I'd like to comment
TD 5: E 26th Street and I-5 off-ramp intersection 	🚶	Make improvements at the intersection of the I-5 off-ramp and E 26th Street, including improving the crosswalk ☐ I like this project ☐ I'd like to comment
TD 6: E 25th Street overcrossing 	🚶	Construct grade-separated pedestrian connection between the station platform and parking garage over E 25th Street ☐ I like this project ☐ I'd like to comment
TD 7: E 25th Street sidewalks 	🚶	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street ☐ I like this project ☐ I'd like to comment
TD 8: E 26th Street sidewalks 	🚶	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street ☐ I like this project ☐ I'd like to comment

ⓘ To ensure we receive your comments, don't forget to click "Submit" at the bottom of this survey!

TD 9: East D Street bike lanes 	🚲	Improve bicycle lanes on East D Street/East McKinley Way from E 21st Street to Wright Avenue by providing separation from travel lanes and safety improvements through intersections ☐ I like this project ☐ I'd like to comment

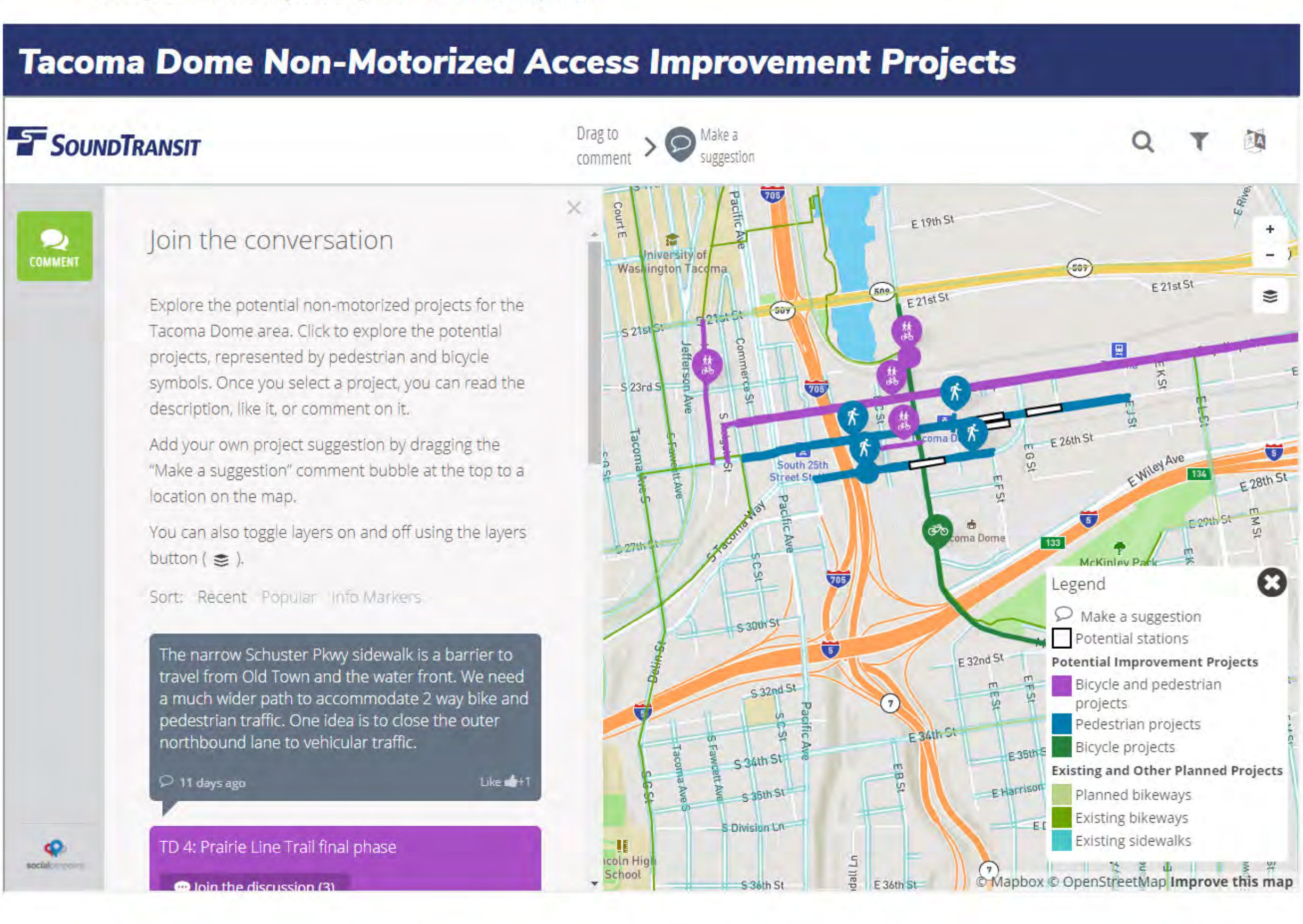
Which non-motorized project(s) would help you best access the station?

Are there any other improvements or access challenges that you would like us to consider? Share location, specific issue, and/or type of improvement.

Submit

Having trouble viewing the map? View on Social Pinpoint.

Tacoma Dome Non-Motorized Access Improvement Projects



Join the conversation

Explore the potential non-motorized projects for the Tacoma Dome area. Click to explore the potential projects, represented by pedestrian and bicycle symbols. Once you select a project, you can read the description, like it, or comment on it.

Add your own project suggestion by dragging the "Make a suggestion" comment bubble at the top to a location on the map.

You can also toggle layers on and off using the layers button ( ).

The narrow Schuster Pkwy sidewalk is a barrier to travel from Old Town and the water front. We need a much wider path to accommodate 2 way bike and pedestrian traffic. One idea is to close the outer northbound lane to vehicular traffic.

11 days ago

TD 4: Prairie Line Trail final phase

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Drag to comment
Make a suggestion
COMMENT
Sort: Recent Popular Info Markers
Like +1
Join the discussion (3)
Legend
Make a suggestion
Potential stations
Potential Improvement Projects
Bicycle and pedestrian projects
Pedestrian projects
Bicycle projects
Existing and Other Planned Projects
Planned bikeways
Existing bikeways
Existing sidewalks
© Mapbox © OpenStreetMap Improve this map

Thank you for your feedback!

Be sure to visit the South Federal Way, Fife, and Portland Avenue pages to comment on the other stations, then learn about next steps for the project.

General questions? Contact us:
Sound Transit Community Outreach
Phone: 206-398-5453
Email: tdlink@soundtransit.org
Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?
Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:
General Rider Inquiries:
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Email: main@soundtransit.org
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Call or text Security 24/7: 206-398-5268

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Tacoma Dome Link Extension

The pandemic and our economy

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects, including Tacoma Dome Link Extension, will need to change due to lower revenue projections. Learn more about our realignment process at soundtransit.org/realignment.

Next steps for station planning

Thanks for previewing our station design concept and access work. We'll share more updates as we continue to advance the preliminary design.

- Your ideas on how to improve access to Link stations will help Sound Transit and our local partners develop and evaluate access projects to address your concerns.
- We'll report back on these projects in the coming months, so sign up to follow along.

To learn more about the different types of fieldwork activities we may conduct in your neighborhood, check out our fact sheet.

Learn more about the upcoming Draft EIS

An Environmental Impact Statement, or EIS for short, provides agencies, tribes and the public an understanding of a project's potential impacts to the natural and built environment, and it identifies ways to mitigate unavoidable impacts. Through this process, we analyze each alternative and design option, considering things like effects on historic and cultural resources, residential properties, businesses, communities, the local economy and other resources.

The project is now in environmental review. In the near future, we expect to publish the Draft EIS, at which time we'll also invite the public, agencies and tribes to provide formal comments.

We'll then conduct a Final EIS, which will include updates as needed, further evaluation of preferred alternatives identified by the Board following comments on the Draft EIS, and of the other alternatives considered in the Draft EIS. The Final EIS will also include responses to all public, agency, and tribal comments submitted on the Draft EIS.

After publication of the Final EIS, the Sound Transit Board will select the project to be built, informed by the EIS analyses and public, tribal and agency comments.

What do we study in a Draft EIS?

- Acquisitions, displacements and relocations
- Air quality
- Economics including Impacts to businesses
- Ecosystems
- Electromagnetic fields
- Energy
- Environmental justice
- Geology and soils
- Hazardous materials
- Historic and archaeological resources
- Land use
- Noise and vibration
- Parks and recreational resources
- Public services, safety and security
- Social impacts, community facilities and neighborhoods
- Transportation (traffic, freight, navigation, transit, non-motorized)
- Utilities
- Visual and aesthetics
- Water resources

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